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SHELTER, FEED, AND DRAY

A STRUCTURAL HISTORY OF THE RADWAY LIVERY BARN

Occasional Paper
No. 18
March 1989

Peter Melnycky

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A Structural History of the Radway Livery Barn

Peter Melnycky

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March 1989

Prepared for:
Historic Sites Service

Published by:
Alberta Culture & Multiculturalism
Historical Resources Division

Abstract

The Radway Livery Barn was operated by Tom Tancowny, a third generation Ukrainian-Canadian whose grandparents came to Canada in 1897 from the village of Lazy in Austro-Hungarian Galicia. In Alberta, the Tancowny family settled with others from Lazy in what would become the community of Radway Alberta.

The townsite of Radway, despite being poorly suited for settlement, had developed into a typical rural railroad town by the 1920s, boasting the usual array of businesses that were required to serve the surrounding farming communities. It was probably the construction of a flour mill on the edge of the townsite in 1928, however, which extended the future of the town. Nonetheless, by the 1940s the town of Radway was struggling in the face of oil discoveries elsewhere and the subsequent quitting of businesses from the area.

The need for livery barns in townsites was a natural outgrowth of cash crop farming. As long as farmers continued to transport thier produce by horse and wagon to market outlets in the townsites, barns were required to accommodate their overnight stays. Thus, even while trucks were becoming a more popular form of transportation by 1930, Tom Tancowny was able to operate a livery barn in Radway in conjunction with a draying business.

Although constructed by a craftsman trained in Galicia, the appearance of the Radway Livery Barn only bore minor reference to the origins of its builder or operator. Instead, it reflected well the expanded lifestyle afforded by larger landholdings in Canada and the changing technology of western Canada. Eventually, once the livery business was no longer profitable, features such as electricity, a concrete foundation, and the building's size made it a good candidate for recycling for other purposes. In 1978, it was relocated to the UkrainianCultural Heritage Village, to be restored to its original appearance and function.

Резюме

Власником платної конюшні в містечку Редвей, провінції Альберта, був Тома Танцовний. Він був з третього покоління українців в Канаді, нащадок переселенців з села Лази, в Австро-Угорській Галичині. В цій околиці Альберти, де пізніше розвинулося містечко Редвей, родина Танцовних поселилася в 1897-ому році з іншими односельчанами з Лазів.

Хоч географічне положення містечка Редвей було бідне, воно розвинулося біля залізничної лінії в типове містечко 1920-их років завдяки установам, які обслуговували навколишні фармерські райони. Правдоподібне те, що будова млина в містечку в 1928-ому році забезпечила майбутнє поселення. Але до 1940-их років багато підприємств закрилися, особливо після того, коли в сусідній околиці вперше знайшли нафту.

Потреба платних конюшень в містечках виникла внаслідок торговельного характеру економіки фарм. Доки фармарі возили кіньми свій товар для продажу в містечка й ночували тут, конюшні мали успіх. Навіть в 1930-ому році, коли моторовий транспорт став більш популярним, Тома Танцовний міг далі утримувати конюшню, і розвозити кіньми товар.

Збудована "старокрайовим" майстром з Галичини, конюшня мала мало спільного з українським будівництвом, а скорше відзеркалювала канадський Захід, з розширеним землевласництвом і новою технологією. Навіть коли вже не оплачувалось утримувати конюшню, сам будинок, з бетоновим підвалом, електрикою і розширеним планом, використовувався на інші потреби. В 1978-ому році конюшню перевезли до Села спадщини української культури, де її реставрували до оригінального вигляду.

The Historic Sites Service Occasional Papers are designed to permit the rapid disseminaton of information resulting from Historical Resources programmes of the Department of Culture & Multiculturalism, Province of Alberta, Canada. They are intended primarily for interested specialists, rather than as popular publications for general readers. In the interests of making information available quickly for these specialists, normal production procedures have been abbreviated.

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PREFACE

The Ukrainian Cultural Heritage Village (U.C.H.V.) has as its aim the documentation and recreation of the pioneer environment and lifestyles which typified Ukrainian settlement in east central Alberta prior to 1930. The central core of the U.C.H.V.'s program is the open air museum where period buildings representative of all aspects of pioneer life are to be restored as accurately as possible to their original condition, with careful consideration being given to recreating the activities and artifacts that related to these buildings.

One of the buildings slated for restoration at the U.C.H.V. is the Radway Livery Barn which was acquired in 1978. Originally constructed in 1928 for Tom Tancowny, the Radway Livery Barn is one of the last extant livery stables in east central Alberta. It represents a physical structure and business activity which was an integral part of the physical and social landscape of this region.

Livery barns in general are buildings which were built for purposes which are obsolete in today's economic context. These buildings were products of their owner's needs, industry and imagination. Although there is a certain amount of "sameness" to be found among barns, each one in turn has an individual character marked by its site on the land, its orientation to the elements, details of design, structural proportions, construction methods and use of materials. An individual building, such as the Radway Livery Barn, in its structural and land use attributes, tells much of its builder's architectural abilities, cultural characteristics, economic capabilities and aspirations. Such a building displays within itself a blend of what was generally accepted in the building of barns and the limits of possibilities within its own particular context.

The complete research scope on the Radway Livery Barn has endeavored to establish as closely as possible the original physical structure of the building, the activities which related directly and peripherally to that building and, in turn, the material objects and artifacts related to the building and/or which reflect the lifestyles of those people directly connected with the building. In short, the object of the research was to record, document and prepare for restoration, the concrete expressions of social lifestyle and material culture which revolved around the yard and physical structure of the Radway Livery Barn.

This report was prepared as part of a contract between the author and the department of Alberta Culture, Province of Alberta. It is a scholarly working document originally intended to outline the relevant information which has been gathered on the building and establish the Radway Livery Barn's structural and land use characteristics, both at the time of its initial construction and in the years to follow. The report is based on bibliographic research, archival and period photographs, field notes taken both at the original barn site and its present U.C.H.V. location, interviews conducted with informants, land title and town record searches, along with as-found drawings and technical reports. It reflects the culmination of three years of field analysis and archival research by the author and others whose work is cited throughout the volume. The project officer coordinating these efforts was Radomir Bilash. The resulting manuscript was subsequently reviewed for content and updated. Further stylistic changes were introduced by Sonia Maryn, and Jaroslaw Iwanus

provided technical assistance in the preparation of this publication. The cooperation of the Canadian Institute of Ukrainian Studies at the University of Alberta and Mr. Valentyn Moroz Jr. is also gratefully acknowledged.

Throughout this report, the reader's familiarity with as-found blueprints is assumed. Specific record drawing notes are cited by their sheet (page) number . The abbreviations "D" for door and "W" for window are frequently used as well.

In addition to as-found records, historical photographs have proved invaluable in ascertaining the original appearance of certain structural features of the Radway livery barn and the townsite of Radway. The photographs were located in a variety of private collections, and were subsequently collected for the Village research programme. In the near future, they will be housed at the Provincial Archives of Alberta. Wherever possible, they are inserted within the text directly following the discussion of the item in question.

Of course, the most enlightening information collected during field study came from oral history interviews conducted with individuals directly associated with the barn in the past. Many of their reminiscences were recorded on audio tape, and are now housed with the Ukrainian Cultural Heritage Village research programme. Other inteviews were documented by various researchers in field note form, and these field notes are also retained by the research programme. A standard format has been followed in citing the various types of interviews used in this report. All taped conversations have been identified as "Interview with...". Telephone conversations have been listed as "Telephone Interview with...". Other conversations have been documented as "Unrecorded Interview with...".

Throughout the report, the "Revised Library of Congress System of Transliteration" is used for the transliteration of Ukrainian words. Ukrainian language terms relayed during interviews, which do not have accurate English language equivalents and reflect the ancestral dialects of the informants, are italicized in the first instance that they appear. Also, because the pronunciation of Ukrainian words relayed during interviews reflect the ancestral dialects of informants, these words are presented in quotation marks to indicate that they may deviate from the version found in dictionaries. Usually, all transliterated Ukrainian words used in the text are defined in the discussion which follows them. Therefore, any of these words which appear in the text subsequent to their explanation are usually printed in plain typescript form.

Peter Melnycky

Radomir B. Bilash
Senior Research Historian
Ukrainian Cultural Heritage Village

Edmonton. March, 1989.

Chapter I.

INTRODUCTION: THE TANCOWNY FAMILY IN THE OLD COUNTRY AND THE NEW

Although born in Canada himself, Tom Tancowny's *(Tantsovny)* parents, grandparents and eldest sister were all born in Western Ukraine, then a component of the Austro-Hungarian Empire. The district or povit of Jaroslav from which they originated was to spawn a large number of settlers for the Skaro, Leeshore and Leduc districts of Alberta.

The Jaroslav povit formed part of the eastern borderlands of Ukrainian ethnographic territories and contained a mixed Ukrainian-Polish population. The historic links of the region with the Ukrainian nation date back to the Halych-Volyn Princedom. In 1031 Jaroslav *(Iaroslav Mudry)* the Wise incorporated these lands into the Kieven realm from Poland, and founded the fortress city of Jaroslav on the Sian River. Since the fourteenth century the city was part of an important trading route connecting the city of Lviv with Poland, Czechoslovakia, Austria and Germany (see Figure 1.)[1]

Figure 1. Political map of Galicia-Halychyna and Bukovina in 1900 with Yaroslav povit shaded in.

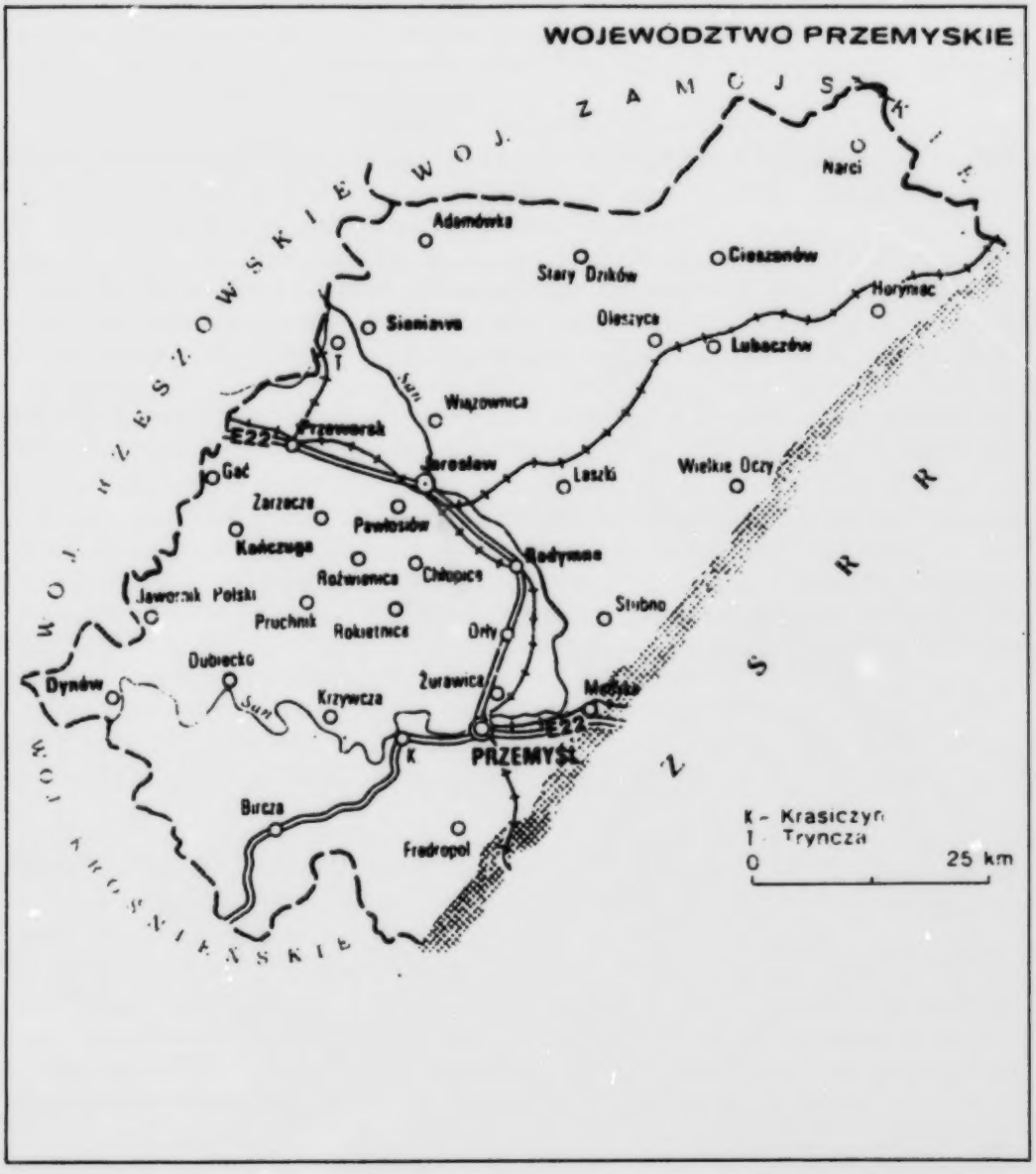

Figure 2. Present day Polish Wojewodztwo Przemyskie incorporating former Yaroslav povit lands.

As part of the Austro-Hungarian Empire since 1772, the district was centered in the city of Jaroslav, and was further broken down into four administrative subdistricts for judicial and taxation purposes which were centered in Jaroslav, Radymno, Pruchnik and Sieniawa.[2]

With the dismantling of the Austro-Hungarian Empire after World War One, the Jaroslav region along with the rest of Ukrainian eastern Galicia was incorporated into the Polish Republic. With the collapse of this republic in the face of Nazi Germany's invasion, the

Ukrainian ethnographic territories within Poland were incorporated into the Ukrainian S.S.R. in 1939. This arrangement lasted until the Ukrainian-Polish border was rectified in Poland's favour by the Soviet-Polish agreement of August 16, 1945, when a triangular piece of territory measuring 3,200 square kilometres including the cities of Przemysl, Radymno and Yaroslav were returned to Poland with a population shift of 250,000.[3]

The Ukrainian population of the territories was forcefully relocated by the Gomulka regime and settled in eastern borderlands which had been gained from Germany. Within present day Poland the Przemysl Wojewoztwo is a prosperous region of 4,436 square kilometres with an economic base of farming, transportation and light industry. The administration of the district's 377,500 populace which includes Radymno (3,900) and Jaroslav (32,900) is based in Przemysl (60,000) (see Figure 2.)[4]

At the turn of the century the Jaroslav district measured a total of 134,705 hectares, contained 20,771 dwellings and had a population of 136,573 fairly evely divided between Poles and Ukrainians. Roman Catholic adherents numbered 66,165 as compared to 56,003 Greek Catholics, 14,026 Jews and 379 of other denomination. Polish was spoken by 88,510, Ukrainian (Ruthenian) by 45,468, German by 1,178, along with 440 speaking other languages.[5]

The livestock in the district included 23,440 horses, 51,109 cows, 1,923 sheep and 25,257 swine. Of the district's 134,705 hectares, 129,696 were taxable, including 75,704 arable hectares, 11,667 hectares of meadows, 1,983 hectares of gardens, 12,082 hectares of high meadows, as well as 28,260 hectares of forests. Forty manufacturing factories were located in the district.[6]

The predominantly Ukrainian Radymno subdistrict of the Jaroslav povit in which the village of Lazy was located had an area of 33, 207 hectares (of which 31,788 were taxable), and a population of 31,703 living in 5,340 dwellings. Greek Catholics outnumbered Roman Catholics 20,253 to 8,639, while Jews numbered 2,793, and other denominations 18. Ukrainian was spoken by 18,221, Polish by 13, 064 and German by 160. Livestock consisted of 6,920 horses, 12,969 cows, 467 sheep, and 6,073 swine. Of 31,788 taxable hectares 20,582 were arable and sown with crops, 2,664 were meadows, 526 were gardens, along with 3,965 hectares of high meadows and 4,051 hectares of forests.[7]

In 1900, three years after the Tancowny family's immigration to Canada, their native village of Lazy had a total population of 1,546 (717 women and 829 men). There were 288 dwellings in the villge which had a total area of 1,114 hectares (2,752.66 acres). The majority of the villagers were Greek Catholic (1,396), with smaller numbers being of the Roman Catholic (130) and Jewish (20) faiths. Ukrainian was the language spoken by 1,427 of the villagers; the remaining 107 speaking Polish. Livestock within the village consisted of 295 horses, 612 cows, 15 sheep and 245 swine. Lazy and its underlying suburb/annex of Moshchany contained a Greek Catholic parish, a one grade school, a women's religious order (Sisters of Christian Love) and a hospital.[8]

Local manor houses added another 88 people to the village's population along with another 381 hectares of land for a total area of 1,495 hectares, 1,404 of which were taxable. This taxable land surface included 1,078 arable hectares, 81 hectares of meadows, 23 hectares of gardens and 222 hectares of high meadows *(polonyny)*.[9] There were no forests or manufacturers underlying the village.[10]

During the spring and early summer of 1897, several hundred Ukrainian families arrived in the Edna Star district of the North West Territories (the oldest Ukrainian settlement in Canada established in 1892-1894), many of them almost completely destitute. They were mostly of a poorer peasant class, arriving without any means at all, on the urgings of steamship agents who travelled throughout Galicia assuring them of government support upon arrival in Canada.[11]

Among the hundreds of families who settled in the Edna-Star district in the spring and summer of 1897 was a group of seven extended families from the village of Lazy. The Pavlo Gudzan, Yurko Onushko, Iwan Makowetski, Teodor Kobarynka, Panko Karashovsky, Wasyl Krys and Filip Woitas families all arrived in Halifax during April and May of 1897, many of them having sailed on the same ships. From Halifax they travelled west by train to Strathcona where they disembarked. Those with money bought provisions such as flour, stoves, horses, and cows.[12] From Strathcona the settlers pushed on to what is now the Skaro district where they sought an earlier immigrant by the name of Ivan Sachman. Sachman, a native of the village of Polukhiv Velykyi, povit Peremyshyl, arrived in Canada in August of the previous year (1896). At the time of the arrival of the new Lazy immigrants, Sachman's family of five was still living in a small log shanty with a sod roof. A barn he had erected in his yard became the temporary residence of the newest arrivals.[13]

By June of 1897, five of the new families had applied for homesteads, the sixth applying in November and the final family in February of the next year. All of the five families who took out homesteads immediately chose quarters which clustered around the one owned by Sachman.

SACHMAN	NE-36-56-20 W4
GUDZAN	SE-36-56-20 W4
MAKOWETSKYI	NW-36-56-20 W4
WOITAS	SW-36-56-20 W4
ONUSHKO	SE-2-57-20 W4
KRYS	NE-2-57-20 W4

The other three remaining families took out quarters nearby in the same range and townships, as did the Panko Onushko and Maksym Zacharko families who arrived in Canada from Lazy in November of 1897. Upon registering their homesteads, the immigrants proceeded to build shelters for themselves and any stock they owned, dig wells, and clear plots of land for growing gardens and wheat which would be used for flour. In the meantime the families survived by picking berries, mushrooms and edible roots.[14]

By the winter of 1897-98, most of the new settlers had depleted the meagre savings they had brought with them along with anything they might have earned working for established

farmers. The limited gardens which the settlers were able to put in during the summer were not sufficient to carry them through the winter. As early as September of 1897, the Lazy settlers were approaching government officials for relief. Philip Wojtas and Ivan Makoweski had one and three children, respectively, and only a single jointly owned cow with which to provide for their families. The Paul Gudzan family, with two children, was in a similar situation, with a cow being their only possession. As winter approached, the prospect of starvation among the settlers was more than a remote possibility.[15]

It was into this rather precarious situation that the Tancowny family was to enter as the most recent family to arrive from the village of Lazy. Iwan Tancowny, Tom's grandfather and patriarch of the Tancowny family in Canada was born in Lazy in 1841. His wife Kateryna Yaremko was born seven years later in the same village. Iwan and Kateryna emigrated to Canada in 1897. They arrived in Canada aboard the S.S. Winnipeg, landing at Halifax on December 9, 1897. Arriving with them were their son Antoshko (age 30), his wife Hanka (ne´e Kindro) age 25, and their daughter Yevka age one.[16] Together they travelled west to Strathcona where already on December 20, Ivan had registered a homestead at SE16-50-25 W4, in what is presently the Leduc area. The circumstances of this initial entry are not clear, but the application was cancelled within a very short period of time. In fact, it would appear that the Tancownys never even saw the homestead they had initially chosen and instead joined their countrymen from Lazy in the block settlement area loosely refered to as Star-Edna.[17]

As the destitution among the settlers in the block settlement area became more acute, government officials were sent out to survey the situation and make arrangements for relief supplies where necessary. A January 7, 1898 report submitted by Inspector P.C.H. Primrose of the North West Mounted Police included a number of the Lazy families among the 35 families surveyed. The Wojtas family of two lived with the Makoweski family and owned a cow, a bag of flour and had 3 1/2 acres of broken land. The Makoweskis numbered five in total, had cleared five acres, and had 1/2 bag of flour, 1/4 bag of Shorts, 15 lbs. of potatoes, and a cow. Pavlo Gudzan's family of five, owned two colts, one calf, one bag of flour, 1/2 bag of Shorts, 10 lbs. of potatoes, and had cleared a total of 5 1/2 acres. It was with the Gudzan family that the Tancownys found refuge, and the supplies listed for the Gudzans were in fact being shared with the newly arrived five.[18]

By February of 1898 the conditions among the settlers had deteriorated to the degree that the Commissioner of Immigration William F. McCreary dispatched Thomas Bennett to visit the area, report on conditions and extend relief to those families warranting it. As a result 45 families, including five from Lazy, did receive relief. The Gudzan family of five was listed as having a cow, a calf, a good house and stove, but without sufficient provisions to carry them through until crops could be put in. Bennett extended relief in the amount of $10 to the family in return for which he secured a lien on the homestead.[19] The $10 was spent on two bags of 4X (XXXX) flour, a bag of potatoes, salt, yeast and tea, and saw the family through the winter.[20] The Wojtas family of three received $5.00. Ivan Makovytskyi and his family of five had only 1/2 sack of flour but expected to receive 400 gilden from Austria. They were given relief in the amount of $10 which was to be repaid as soon as money arrived from the Old Country. Wasyl Kryz's family of six received a

similar amount, as did Panko Onushko's family of three which had already lost two children during the three months since its arrival.[21]

Having found refuge with his fellow villagers from Lazy, Ivan Tancowny evidently had a change of heart about settling on the homestead he had registered upon first arriving. Cancelling that entry he made a new claim on March 30, 1898 for NW4-57-20 W4.[22] This homestead, which was to become the "home place" of the Tancowny family in Canada, touched on the North Saskatchewan River, and was in the middle of the settlement area chosen by the settlers from Lazy and other villages in the old country povit of Jaroslav. Just as Ivan Tancowny had found refuge with his countrymen upon first arriving in Canada, in the spring of 1900 he put up the newly arrived family of Andrew and Katherine Mandryk and their six children from the village of Skoloshiv, also in the povit of Jaroslav near Lazy.[23] In memory of the region from which they came, this new area was in time to be known as the Jaroslaw district, and it was here in the new Jaroslaw district of Alberta that the Tancowny family would grow and prosper.

The homesteading of the Jaroslaw district of Alberta was a prime example of group settlement resulting through chain migration. The links maintained between family, friends and fellow villagers resulted in a continually expanding bloc of settlers whose "locality flavour" was a common origin in the villages of the Jaroslav povit in Austro-Hungary. The close ties of kinship, common traditions and a spirit of district allegiances were all evident motives in the settlement of the new district, more so perhaps than more pragmatic concerns for the quality of available lands or proximity of social and service facilities.[24]

The homestead for which Ivan Tancowny filed in March of 1898 was located about four miles northwest of the Gudzan quarter. The land touched on the North Saskatchewan River in its northwest corner. Two adjoining quarters would also be settled by Lazy natives in time — Karaszowsky on the southwest and Zacharko on the southeast quarters.

The vegetation cover which was characteristic of presettlement conditions included small poplars averaging six inches in diameter, thick scrub underbrush and dense willow as well as scattered areas of pitch pine, spruce and tamarack.[25] Approximately half of the quarter consisted of soil whose arability rated from poor to fair. The arability of the soil in the southeastern half of the quarter rated from fairly good to good.[26] The bulk of the Jaroslaw settlers to the east, at what became known as Skaro, however, were settled on land which rated good to very good.[27]

The property had a gently rolling topography running diagonally from its northeast to southwest corners. The northwestern tip of Ivan's quarter touched on the North Saskatchewan River and consisted of rough broken land which was not arable. The rest of the property consisted of two main types of Chernozemic soils.[28]

About 80 per cent of the land is today classified as Peace Hills Loamy Sand and Orthic Black soil developed on alluvial aeolian material. The remaining 20 per cent of the quarter is Ponoka Loam, an Eluviated Black to Orthic Black soil developed on Alluvial Lacustrine. The soils have a low to medium water storage capability; medium to high topsoil and subsoil permeability; natural drainage which rates well to excellent; between 10-18 inches

of topsoil; medium low to medium high amounts of organic matter in the topsoil; they are low in the salinity of the subsoil; and are relatively free of stones. The majority of the property requires special care in tillage as it is very vulnerable to erosion. It has only fair productive ability suitable for permanent pasture and native growth, as well as the growing of rye in rotation. Only 20 per cent of the property has a productive ability ranging from very good to excellent, making it suitable for wheat, coarse grain and forage crops.[29]

In contrast to the Tancowny farm, the majority of the Skaro district consists of a three to one mixture of stoney Ponoka loam and Angus Ridge Loam soils. The former is an Eluviated Black to Orthic Black soil developed on glacial till, both of the Chernozemic group. The arability of the land rates from good to very good, with productive ability ranging from good to excellent. The district is best suited for wheat, coarse grains and forage crops.[30] Simply speaking the Tancowny quarter was on the fringe of an otherwise very productive area.

After entering his homestead in March of 1898, Ivan Tancowny built his first house in April of that same year. From the spring, the family was to establish permanent and continuous residence on the home quarter. During the first year of residence on the land, a total of six acres was cleared and broken although none of it was cultivated. During the next three years similar amounts were cleared annually, with the previous year's land being cultivated. By 1901, between 20 to 30 acres were cleared of which 17 were being cultivated. From the first year, Ivan kept two horses, between one to three cows and up to four pigs. By 1902, the family had increased to seven members, Ivan's son Anton now having three children. In August of that year, Ivan applied for the patent to his homestead and declared a house measuring 18x36 feet valued at $100, one mile of fencing of similar value, two stables, a granary-machine shed, a henhouse, a pigpen and a well as being among the improvements he had made to the property. Ivan received his certificate of British naturalization in November of 1900, and on September 11, 1902 obtained patent to the land he had settled (see Figure 3).[31]

The year 1902 was one of expansion and growth both for the Tancowny family and the community they settled in. In May of that year, Ivan's son Anton entered claim to a quarter of land SE31-56-20 W4, about a mile and one-half from the home quarter in a southwesterly direction.[32] This land was of very poor quality, with soil that consisted almost completely of dune sand or organic sedge and peat moss. It was heavily covered in timber and dense bush, with only 80 acres being suitable for cultivation.[33] As a result Anton abandoned the property after a year, and filed for the adjoining quarter (NE31-56-20 W4), in September of 1903.[34] (The first quarter which Anton abandoned was eventually entered by Katheryine Mandryk in April of 1909, in addition to the quarter which her deceased husband had entered at SE33-56-20 W4 back in 1900.)[35]

The second quarter for which Anton applied touched along the North Saskatchewan River, as did the home quarter, and was almost identical in soil types and productive ability. Anton never did reside on the quarter. He built a house on the land in order to fulfill homestead requirements, but lived with his family on his father's land.[36] This patriarchal residency pattern, with a son settling on his father's land holdings with his own wife (and

later family) was consistent with traditions in Western Ukraine.[37] By 1905, Anton had cleared a total of only five acres of land. He kept about 10 head of cattle on the homestead on average along with four horses and some pigs. Late in 1906, when he applied for the patent on the land, he declared an 18x16 foot house valued at $50, 3 1/4 miles of fencing valued at $45, and a well. It was not until August 13, 1908, however, that he received the patent to the property.[38]

Figure 3. Tancowny family "home-place" at Jaroslaw, Alberta circa 1945.

Anton expanded his landholdings in 1916, when he purchased another quarter of land located diagonally to the southwest of his homestead at SW31-56-20 W4.[39] This land was similar to the quarter he had initially abandoned in that it consisted almost entirely of dune sand, organic sedge and peat moss. It had a rolling topography, was rough, often hummocky with irregular slopes and fields, sloughs, depressions and poorly drained areas. The land required special care in all management practices and was very vulnerable to erosion. The productive ability of the land was poor, being suited only for native growth cover and some pasture.[40]

The Tancowny family grew quickly in Canada. Anton and his wife had only their one-year-old Yevka on their arrival but by 1911 they had seven children: Yevka (1896/7), John (March 1, 1898), Mary (June, 1901), Andrew (February 15, 1903), Tom (January 8, 1905), Annie (April 7, 1908), and Kattie (July 7, 1911).[41]

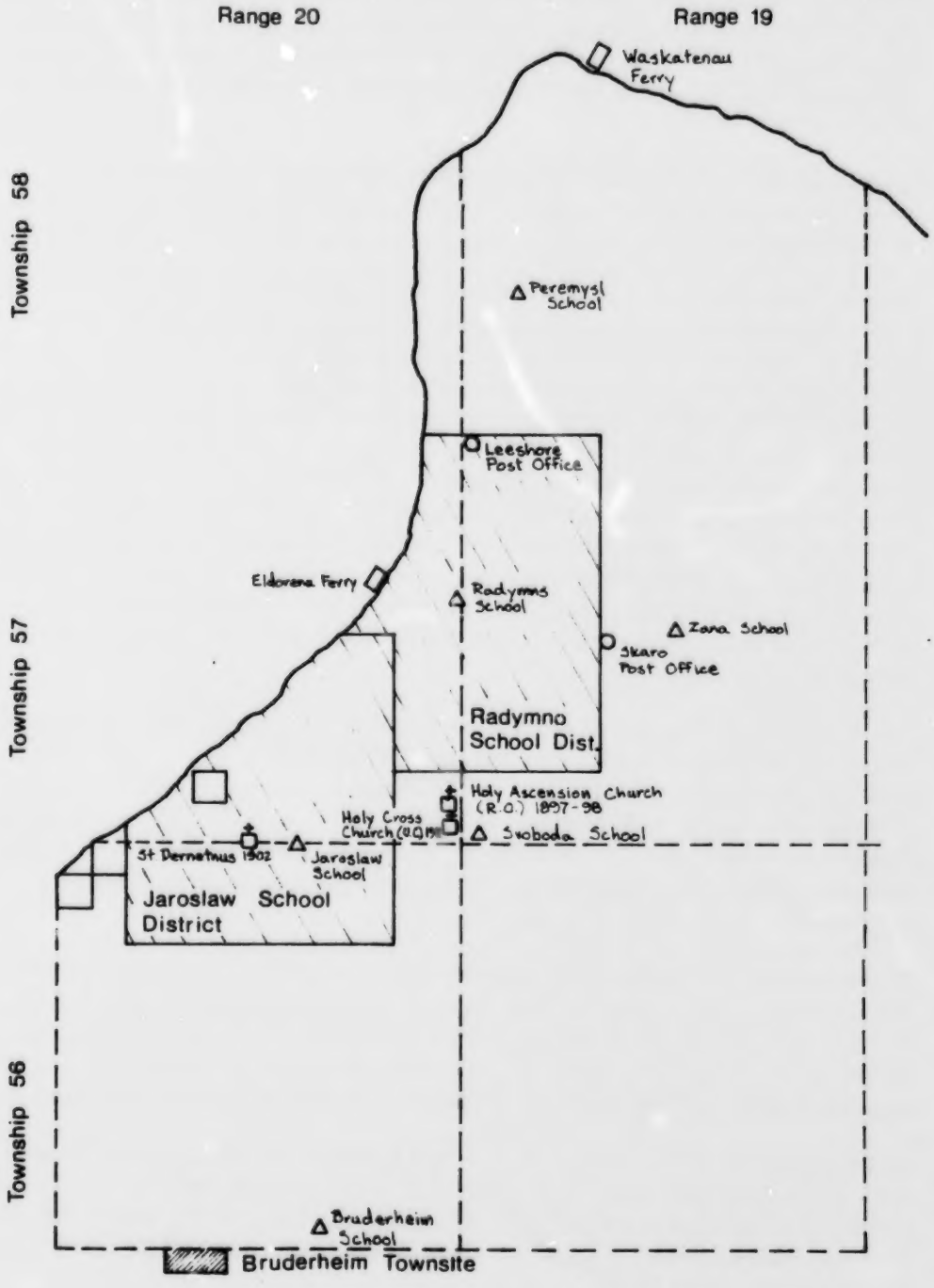

Figure 4. Jaroslaw, Alberta district map circa 1916.

The first church to be established in the district was the Protection of the Mother of God Russian Orthodox Parish founded in 1897-1898 on the north half of SE1-57-20 W4 at what is presently Skaro, Alberta. The parish was eventually renamed the parish of the Holy Ascension. The original founding members included a number of Lazy settlers (Gudzan, Makovetsky, Krys, Karoshwsky, Zacharko) as well as others from the Jaroslav povit (Lopushinsky).[42]

Immediately to the south of the Holy Ascension parish on the south half of SE1-57-20 W4, the Ukrainian Catholic Parish of the Holy Cross was established later in 1911, again with the participation of such Lazy settlers as the Koziak, Kut, Onushko and Wojtas families.[43]

In 1902, Anton and Ivan Tancowny became founding members along with a number of other settlers from Lazy (Onushko, Zacharko) of St. Demetrius Church, the first Ukrainian church in the immediate Jaroslaw area. Stefan Horhut who lived on NE33-56-20 W4, donated four acres of the northeast corner of his farm, while other members donated logs and materials and helped with constructing the building. Andrew Mandryk died on January 2, 1903 before the church was completed and was the first member to be buried in the parish cemetary. The church was completed in 1904 and registered as "The Congregation of the Greek Catholic Church at Beaver Lake" (sic) in the District of Alberta in the North West Territories of Canada. The Basilian Fathers of Mundare served the parish until 1908 when discussions among the members led to the cessation of services for a number of years until the congregation joined the Ukrainian Greek Orthodox Church of Canada. In 1939, the old church was replaced with a new edifice which incorporated some of the material from the original structure.[44]

Following the establishment of a church congregation, the attention of the community was focused on educational needs. The Jaroslaw School District #1478 was established on April 10, 1906 and comprised of Sections 32-35 and the northern halves of Sections 26-29 in 56-20 W4, along with portions of sections 5, 9, and 15 lying southeast of the Saskatchewan River in 57-20 W4. On September 25, 1907, the Board of Trustees with treasurer John Kosiur (a Lazy native) borrowed money for the purpose of erecting a school building, which was achieved by 1909.[45]

To the northeast of Jaroslaw S.D., the Radymno S.D. #2942 was established on April 10, 1913, again by Lazy settlers (Kosiur, Koziak) and encompassed sections 7, 8, 17-20 in 57-19-4; and sections 12, 13 and 24 and portions of 23, 25, 26, and 36 lying east of the Saskatchewan River in 57-20-4. In both cases the school divisions were named after important regional centres familiar to settlers from the povit of Jaroslav (see Figure 4).[46]

As the quality of the Tancowny family's land holdings was not adequate for wide scale grain or mixed farming which could support all of the offspring and their families in turn, in 1925 Ivan decided to establish his youngest son, Tom, in business in the growing hamlet of Radway Centre, north of the North Saskatchewan River on the Oliver branch of the CNR.

In March of 1926, Anton purchased a farm in Tom's name just east of the Radway Centre townsite, consisting of 146 acres at NW33-58-20 W4, which was to act as Tom's home

and farm until a house could be built in town (see Figure 5).[47] In the spring of 1928 (May 2) Anton purchased a lot where a livery barn would be constructed for his son within the next couple of months.[48] Tom then proceeded to erect a house on the adjoining lot to the barn, acquiring that lot in December of 1930.[49] By 1930, Tom was settled securely in the town of Radway with a house next door to his Livery Barn business which was in the prime of its activity.

Tom was married in 1929 to Haska Klufas, daughter of John and Marie Klufas of the Radway district. Haska bore one daughter Louise (1931), and died in 1939 shortly after Tom had sold the Livery Barn in order to specialize in trucking. Tom was remarried in 1942 to Lily Sudylo of Weasel Creek with whom he had one son.[50]

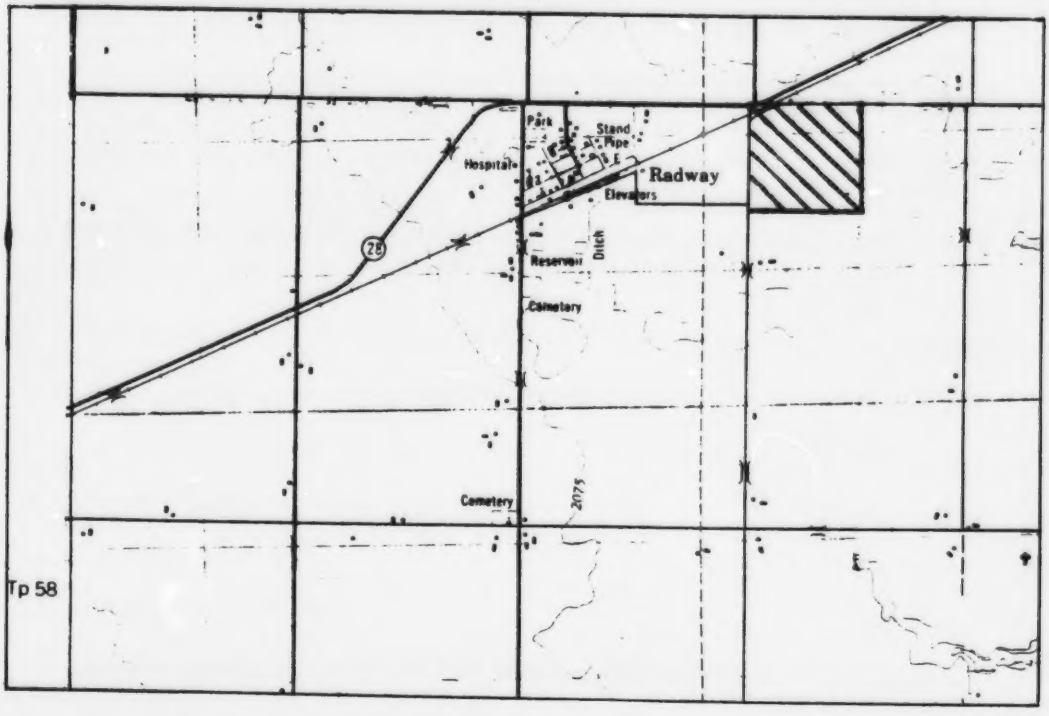

Figure 5. Topographic map with location of Tom Tancowny's farm at Radway

ENDNOTES

Chapter I

INTRODUCTION: THE TANCOWNY FAMILY IN THE OLD COUNTRY AND THE NEW

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14. Hrynew, *Pride in Progress...*, p. 351

15. Kaye, *Early Ukrainian Settlements...*, pp. 323 & 325

16. Kaye, Pioneer Settlers..., p. 272.

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19. Ibid., p. 338.

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Chapter II.

A LAND USE HISTORY OF THE RADWAY LIVERY BARN

A. Radway Alberta: A rural town

Livery stables were characteristic of rural towns and in order to fully appreciate the history of Tom Tancowny's Radway Livery Barn it is important to understand the role of rural towns in general and to review the history of Radway, Alberta, specifically.

Prior to 1930, east central Alberta towns were developed by the railways in a consistent fashion. Located regularly along railway lines, they were specifically intended to become the regional centres of their surrounding areas. Each town was to function as a hub in which a number of independent economic units would interact. The railways, grain companies, mills and various independent businesses were intended to operate within these rural town settings. Toward this end, railway stations, grain elevators, lumber-yards, hotels, banks, livery barns and other such establishments were given specific locations within each town because of the key roles they were to play in the local economy. These locations were complementary to one another in the same way that these businesses were intended to complement each other in the local economic infrastructure.[1]

Livery stables were standard features of most townsites, especially those located along the railroad lines. By 1912, along the southern most CNR line through the Ukrainian block settlements of east central Alberta, all but two (Hilliard, Royal Park) of ten townsites had livery and feed stables. One such stable was found in each of Ranfurly (population 50), Innisfree (population 200), Lavoy (125), Chipman (175) and Lamont (300). Bruderheim (175) and Mundare (200) both featured two stables while Vegreville (1,300) boasted four stables.[2]

Over time, many towns saw an increase in the number of liveries serving the needs of incoming farmers. During the mid-1920s Chipman had two competing barns while Lamont had as many as four large barns to serve as many as 100 teams of horses which would, at times, all converge in town with grain deliveries:

> In winter one could look north from the intersection by the school and see a line of teams and sleighs stretching as far as the eye could reach.[3]

There was often a great turnover in the ownership of such enterprises with individuals operating the businesses for only a few years either solely or in competition with others. In Chipman, between 1907-1929 at least 12 individuals were involved in the operation of various livery and feed barns. In Andrew, four different individuals ran liveries between 1936-1942.[4]

The location of livery barns varied greatly, particularly within those towns that developed prior to government legislation limiting the use of lots for particular purposes. The predominantly French towns of Brosseau and Duverney were oriented to the North

Saskatchewan River rather than to a railway line, and the Main Streets of both towns featured livery barns.[5] Other towns with liveries along their Main Streets included Bellis, Leduc and Chipman.[6] A more common location for liveries was either on Railway Ave., as was the case in Willingdon, Andrew, Waskatenau, and Vegreville,[7] or on side streets away from the central business strip as in Lamont and Radway.[8]

In March of 1929, the Alberta Legislature gave assent to the Alberta Town Planning Act which solidified previous planning legislation and empowered cities and towns to appoint Town Planning Commissions. Part of the Act's mandate was to insure that any new buildings and structures would be designed and located so as not to mar the amenities of the locality. Regulations in regards to subdivisions of land tried to determine as far as possible from the very start the use of town lots. Each new subdivision (outside of a city, town or village) had caveats registered warning purchasers of land that only certain structures were permitted in certain areas.[9]

Problems associated with towns developing without controlled direction are exemplified by events which unfolded in Radway itself. During 1926, the town was ravaged by two major fires. The first fire burned down a crusher and light plant while the second fire, originating in the Dubas mill on Railway Avenue, destroyed the town's hotel, Semeniuk's general store and warehouse and a residential house along Main St. Moreover, the fire threatened to destroy a number of buildings on the east side of Main Street including a garage, poolroom, and a shoe repair shop.[10]

When Dubas made plans to reconstruct the mill which had caused the disastrous fire in its original central location, the local municipality appealed to the Department of Municipal Affairs for advice on how to prevent the building of a structure in the middle of town which was liable to become a fire hazard. The Department replied that there was no provision within the Municipal Districts Act which could prevent the erection of such a structure and that the only recourse townspeople had was to obtain a restraining order through the courts.[11]

Even prior to the 1929 legislation, the planning departments of the various railways which were establishing railway townsites, restricted the sale of lots for establishing certain types of structures. For instance, in May of 1928, when the Canadian Pacific Railway Company offered lots for sale in the new town of Willingdon, livery stables, lumber yards, garages and blacksmith shops were not allowed to be established on these available lots.[12]

With the new provincial legislation, residential, commercial, industrial and agricultural zones were established with comprehensive regulations governing each. By 1931, some 63 of such new small zoned centres had been established in the province. The industrial structures typical of the small railway townsite included grain elevators, (usually within the railway right of way), a blacksmith shop, a lumber yard, an implement shed, a livery barn, and the occasional creamery.[13]

Following World War One, descendants of Ukrainian immigrant settlers in Alberta interacted increasingly with such rural towns, either by moving into them in order to

establish businesses, or to make use of the various economic and social services that such towns offered.

The Radway district was first settled by Ukrainians in about 1902, and was to develop into such rural communities as Eldorena, Dalmuir, Weasel Creek and Radway Centre.[14] The earliest settlers in the Radway district consisted of English-speaking farmers from other districts of Alberta as well as from the United States. The town would eventually assume the name of one of the earliest families. Frankford Orlando Radway settled in the district in 1897, having moved from the Clover Bar district and prior to that from South Dakota. In 1909, his eldest son Orland S. Radway set up a store and post office on the family homestead about two miles northeast of the present townsite of Radway. The Radway family farmed an entire section of land, their store was the first in the district, and in addition to this enterprise they operated a threshing machine for hire, as well as a sawmill. Orland Radway who was a notary public, named his post office Radway Centre, and set up Radway Centre School, the first in the district on the northwest corner of his north quarter section of land (9-59-20 W4).[15]

The establishment of a townsite to the south of Radway Centre P.O. was connected with the building of the Alberta Greater Water Railroad through the district in 1918. The line was then known as the Oliver-St. Paul de Metis or Edmonton-Ashmont branch of the Canadian Northern Western Railway (Canadian National Railway). One of the many properties through which the line crossed was land owned by George Kennedy and his son William. As the Kennedys had clear title to their property they were in a legal position to charge the railway for the right of way across it. The CNR surveyors had already chosen a townsite on high land west of Napemi Creek, but could not come to terms with the owner of the property. Kennedy on the other hand offered the right of way across his land for free should the railway put the townsite on his property. He sold the railway four blocks of land very cheaply and retained another 50 acres immediately north and west of the townsite for speculation.[16]

Radway Centre, a subdivision of NW32-58-20 W4, was registered in the Northern Alberta Land Titles office under Plan #3467C.E., examined and approved on January 12, 1920. The townsite was owned by the Canadian Land and Investment Company Ltd., a branch of the CNR and administered through their attorney, Canadian Northern Town Properties Ltd. The townsite consisted of four blocks of land with 30x130 foot lots along Main St. and 50x125 foot lots along Railway Ave., First and Second Aves; North and First St. West. Except for Main St. which was 80 feet wide all streets and avenues were 66 feet wide with all lanes being 20 feet wide.[17]

NW32-58-20 W4, where the townsite of Radway was located consisted of generally level country with scattered poplar and cottonwood with tall willows, poplar and willow scrub. The soils were black loams with a clay subsoil. The town was surrounded to the north and west by marshy flats with willow brush. South of the town, ran the Napemi Creek, five olks wide, 3 feet deep, with a current of 3 mph. The townsite itself was on a stretch of soils with poor to fair arability.[18]

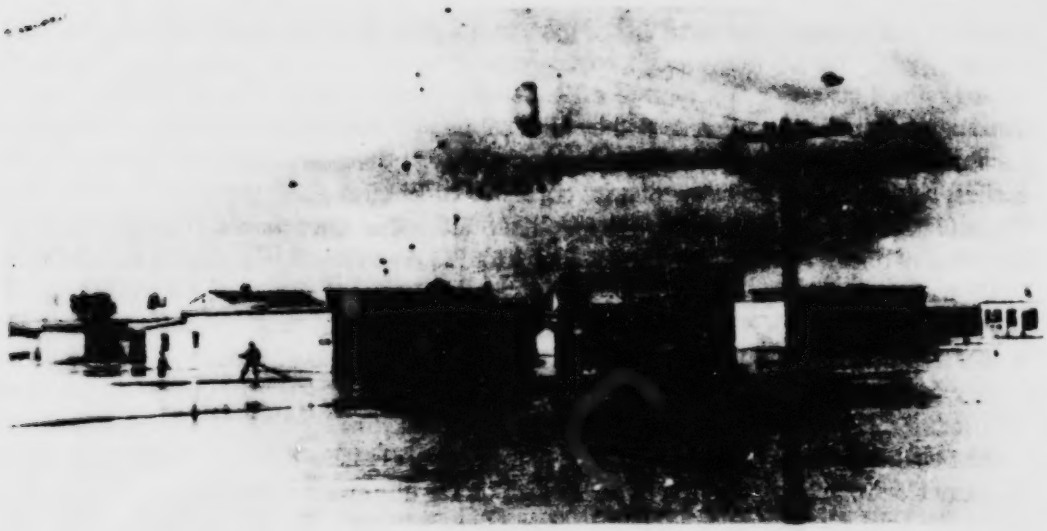

Figure 6. Radway, Alberta - Looking north from railway station platform toward Railway Ave. west of Main St. during the 1920 flood.

The site was less than desirous, low, marshy ground near the creek. In wet years the property was known as "Kennedy Duck Pond" while in dry years the land was subject to brush and peat fires which burned out areas between 10-20 inches deep.[19] The railway's desire to establish the townsite with a minimum of cost in this location resulted in the townsite experiencing serious flooding in the years to come. The 1920 flood left the majority of the town under several feet of water, causing thousands of dollars of damage to businesses (see Figures 6 & 7). Rail lines and roads were washed out, resulting in no train connections for over a month. The only way into town was to cross by ferry north of Bruderheim and then travel along the Victoria Trail to within about four miles of Radway from where one could only walk into town, at times over suspended track left hanging over washed out track beds.[20] (As late as the 1930s municipal councils were still acquiring land and expending money in efforts to drain the land surrounding the town of Radway.)[21]

The townsite sat in the middle of a large district of complex and varied soil composition, with arability rating from fair in some pockets, to large expanses of good and very good arability.[22] The town was to be in the centre of a large agricultural zone stretching to the north, west and south. As a service center it would draw on such outlying centres as Abee, Thorhild, Egremont, Newbrook, Weasel Creek, Dalmuir, Eldorena, Skaro, Leeshore, Redwater and Waskatenau.

D. Hruschak had set up a store on the northwest corner of Kennedy's property prior to the coming of the railway, and with the establishment of the townsite by the CNR he chose the two highest and best corner lots for reestablishing his business, while his son-in-law Harry Lopatinsky took the next two highest lots and built a livery barn. In 1919, O.S. Radway moved his store into the townsite and also set up a Massey Harris implement agency. Eventually Wing Wong took over Radway's store to which he added a cafe-restaurant.[23]

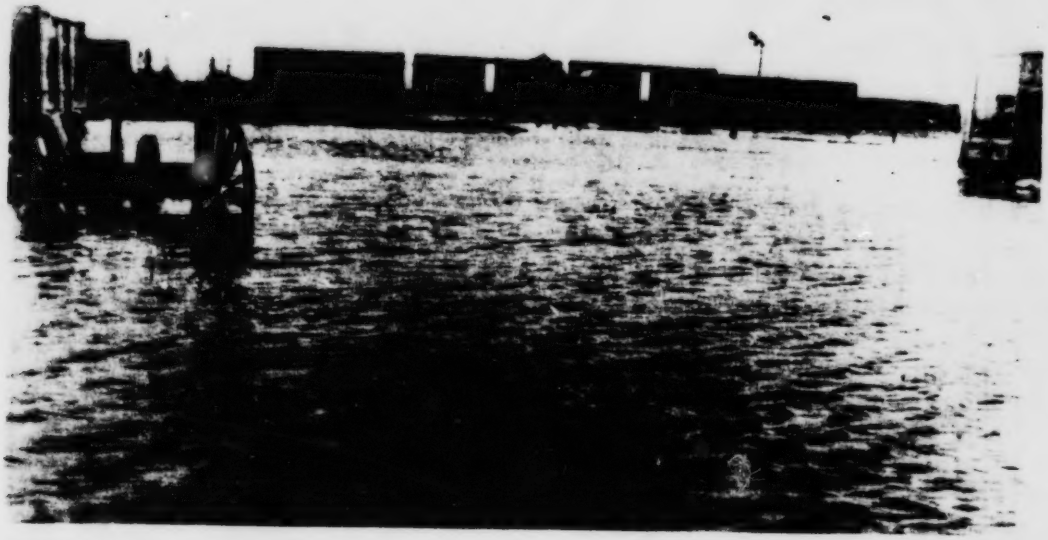

Figure 7. Radway, Alberta - Looking south along Main St. towards C.N.R. during the 1920 flood.

With each passing year new services and businesses located within the townsite. The Standard Bank of Canada made a brief appearance in town between 1919-1922.[24] The town's first telephone toll office was established September 16, 1919, with a small exchange appearing later in 1926.[25]

In 1921, the town became the focus of the Methodist Church which established the Radway School Home, to serve as a school and social centre. The mission centre offered Sunday school along with mid-week activities. Unable to compete with the expanding public school system, the home's school was closed in 1934 in favour of the local public school. By 1937, the home functioned solely as a residence for high school girls, and in 1946 it was sold to the Smoky Lake School Division as a dormitory.[26]

The Sisters of Charity, a Catholic religious order established a small hospital (St. Joseph's) in town in 1926, which was followed by the construction of a larger hospital in 1928.[27] That same year the Radway Centre Post Office moved from its location north of the townsite into town, and its name was shortened to Radway.[28]

Typical of rural towns, Radway offered a wide spectrum of services to its immediate and peripheral populace. By the late 1920s, at which time the Radway Livery Barn was constructed, Radway Centre was a regular boom town with an immediate population of 300. The hustling and prosperous town boasted five general stores, a hardware store, an implement dealership, a meatmarket, two restaurants, a hotel, a poolroom/barber shop, a creamery, a milling company, two livery stables, a school offering grades one to twelve, four grain elevators, two blacksmith shops, a gas station, two garages, a 20-bed hospital, a resident physician, a shoemaker/harnessmaker, a telegraph and station agent, a resident stock buyer, a drayman, a postmaster, a municipal office, a railway section house, a Justice of the Peace, two light plants, an egg grading station, four churches, a mission, a rooming

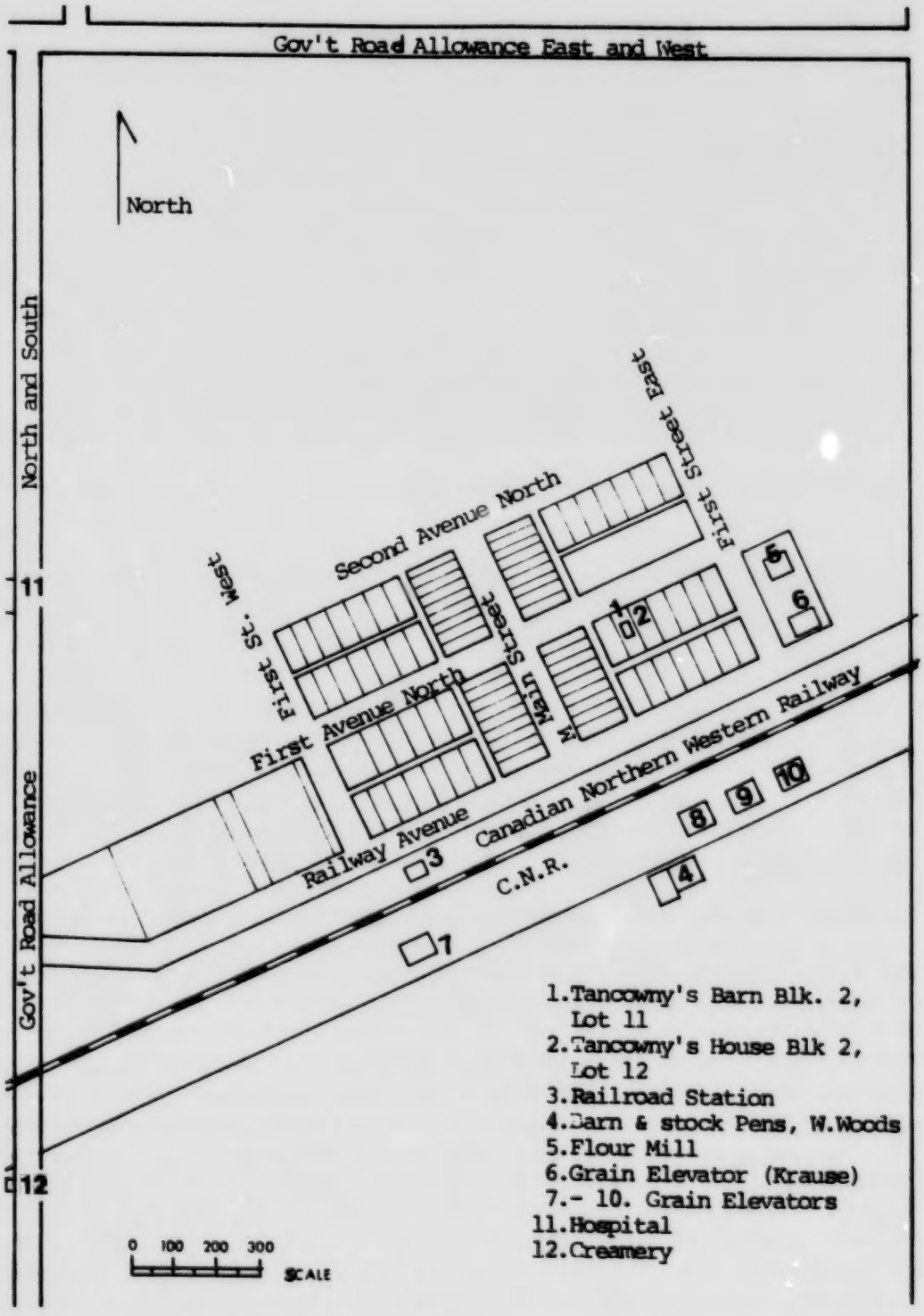

Figure 8. Radway, Alberta town plan circa 1928-1930.

house, a lumberyard, and an office of the Soldiers' Settlement Board.[29] The grain elevators, creamery, flour mill, hospital, and livestock pens were especially important elements of the town's commercial and social infrastructure which attracted the populace of a wide radius. The hospital alone drew patients from a 50-mile radius.[30]

Paradoxically although the town of Radway was to become dominant in the surrounding district, it lagged behind other towns in elevating itself to the legal status of Village. Instead the town was to be dominant in the municipal affairs of the Municipal District of Unity within which it was located. The municipal offices were in fact located at Radway.

The municipal district's antecedant was Local Improvement District #577 which was established by Order in Council December 23, 1912.[31] The district's council chose the name "Unity" for the district in 1917.[32] The district was elevated to a Municipal District in March of 1918, with the new district's first elections taking place in February of 1919.[33]

With the municipal office and secretary treasurer located within the town of Radway, townspeople and farmers from the immediate area, pressured their representatives on council to support the location of such key services as a medical doctor and hospital at Radway. Some council members argued that Radway offered a central location from which the entire municipality could be served. Others argued that partisanship was at play, and that the eastern end of the municipality (Waskatenau) was being neglected. Charges that the Ukrainian dominated council was deliberately neglecting areas of English settlement led to an unsuccessful bid to have the eastern portion of the municipality break away in favour of a new and separate district.[34]

Besides an active participation within the municipal government, Radway townspeople and farmers sought other avenues for bettering the town. To coordinate the activities of the growing town and in order to promote further development, a Board of Trade was formed in 1927. Probably the Board of Trade's most prudent decision was to lobby for the establishment of a flour mill within the townsite of Radway. When the Krause Milling Co. mill burned down at Bruderheim, the Board of Trade urged W.A. Krause, the company owner, to establish at Radway, from where he could continue to serve his existing customers and reach out into the expanding settlement district to the north.[35]

During 1927, the Board held special meetings to discuss the question of Krause building the flour mill. A two acre site was to be transferred to Krause at a cost of $100 and a road leading from the east end of town past the site closed by the municipal council.[36] In August of 1927 the Municipality of Unity passed a by-law (XXV) allowing for all of that portion of Railway Avenue lying east of First Street East to be permanently closed.[37] In July of 1928 the Municipality further allowed Krause to build a railroad spur across Railway Avenue to the site of his mill.[38]

Money for the construction of the mill was to be raised in the form of loans from townspeople, while farmers pledged to excavate the site as well as to supply gravel, sand and stone. Krause was assured the transfer of land, and in turn gave definite assurance that he would build, although he could not guarantee construction until 1928. As late as July of 1929, loans of $200 were being received from city businessmen such as Wing Wong at

nine per cent interest to help with the construction costs.[39] The mill was completed by 1929-30 (see Figure 10) and proved to be the apex of the town's rapid developmental boom, drawing in customers from a broad territory — customers who not only made use of the mill but who often spent money at the town's numerous other establishments.

Figure 9. Aerial view of Radway, circa 1937-1938, looking west from the Krause Milling Co.

The building of the mill came at a time of unprecedented activity within Radway. The year 1928 was reported by many businesses as the best year ever. This boom period was in part a reflection of the bountiful grain harvests across western Canada during 1927. It also reflected the optimism surrounding the arrival of the CPR line through the settlement areas south of the North Saskatchewan River.

Figure 10. Krause Milling Company elevator and mill at Radway, Alberta circa 1937-1937.

This boom period in Radway's history caused the CNR's Canadian Land and Investment Company Ltd. to apply for approval for an addition to the Radway Centre Townsite by 7.08 acres. The new land was described as being suitable for building purposes with black loam soil and some areas having small poplar growths. One or two small low spots were described as readily drainable if necessary. The company's application for approval stressed that this new land "may be reasonably expected to be required for building purposes within a reasonable time, inasmuch as the Canadian National Realties Ltd. has already received enquiries for Town lots at this point."[40]

The expansion fever of 1929 saw the Municipality of Unity acquire a string of seven lots (#s 17-23, in Block 3) within Radway from the Canadian Land and Investment Co. to be used as a place for public parking; i.e., a Market Square (see Figure 11). The block of lots was located directly across the street from the Radway Livery Barn.[41]

Figure 11. Radway Market Square looking west from the Krause Milling Company circa 1937-1938.

In January of 1930, the Board of Public Utility Commissioners with the Department of Municipal Affairs instructed the Registrar of the Northern Alberta Land Registration District to register the Radway Centre's new subdivision subject to the provisions of the Town Planning Act.[42] As it turned out, however, the CNR's optimism on the town's future prospects was stillborn. Entering into the period of the Great Depression of the 1930s, the town did not expand significantly beyond the perameters already established.

During the 1940s, Radway began to fade quickly into obscurity. An event which had a particularly negative effect on the town's stature was the merging of the Municipal District of Unity into the larger district of Smoky Lake in February of 1943.[43] No doubt in an effort to boost the town's image, on July 7, 1943 the unorganized hamlet of Radway was

withdrawn from the Municipal District of Smoky Lake and incorporated as the Village of Radway. Nestor Kunnas was installed as the village's Secretary-Treasurer and Dr. N.D. Holubitsky as Mayor. The first elected council consisted of Dr. Holubitsky, hardware merchant Paul Mersky and druggist Stephan Sereda. Elizabeth Wood acted as village auditor.[44] Radway's incorporation as a village was not to turn the tide of its decline however, coming at a time when it was past its peak and well on the way to economic oblivion.

The closing of such key Radway businesses as the creamery and flour mill, combined with improved transportation and communication links with Edmonton, and the discovery of oil in the Redwater district in 1948, and the subsequent boom of Redwater all spelled the economic death of Radway.[45]

As late as 1947, Radway was still struggling unsuccessfully to retain some of its former regional prominence by endeavoring to have the Thorhild School Division offices located within its boundaries. Earlier rivalry between the centres of Radway, Waskatenau and Smoky Lake gave way to a new rivalry between Thorhild, Redwater and Smoky Lake at the expense of Radway and Waskatenau. In the case of the school division offices, Radway lost out in favour of Thorhild, an older community which had previously nevertheless stood in the shadow of thriving Radway.[46]

The rise and fall of Radway as an important district town within a 25-year span is in many ways typical of the shifting prominence of pioneer era centres. Key factors such as transportation and communication links, natural resource development, population shifts and economic conditions all did their inevitable work. Many railway townsites experienced similar "boom and bust" development. With the spread of new rail lines, and the establishment of new townsites, new markets were created and established trade was redirected often to the detriment of existing towns.

Today Radway in but a shadow of the vibrant centre it once was. There is very little to divert the traffic along Highway 28 which skirts the town to the north. Along Main Street, as many buildings stand empty as are occupied. The town survives only as a small service and agricultural centre for the immediate area. The wheat elevators continue to operate, as does a UFA Co-op, a fertilizer station, a cooperative seed cleaning plant and an agricultural centre. Outside of these businesses there are a couple of general grocery stores, a drug store, hardware store, hotel, beauty salon and trucking company. The hospital has been downgraded to a health care centre, while the high school, community hall, senior citizen's centre and village office continue to operate.

The old Burn's Creamery is now a horse barn. The site of the Krause mill stands vacant, while market square is now occupied by a number of mobile homes. There is a quiet about the town which does not betray its prosperous and not-too-distant past.

B. Radway Alberta: A centre of Ukrainian socio-economic community activity

An important thing to note about the development of Radway, is that from its inception as a townsite, Ukrainians were involved with businesses and later on with the professions. Hruschak's store was in fact the first store established in the townsite. From that point on Ukrainians constituted the majority of business people in town. This pattern differed from the more common pattern within east central Alberta in towns such as Chipman and Vegreville where business and professional life was initially dominated by non-Ukrainians.[47]

Radway was also to be the location of a branch of Alberta's earliest Ukrainian cooperative company venture. The *Ruska Narodna Torhovla* was founded at Vegreville in 1910 by Peter Zvarich and Paul Rudyk. The company raised capital of $20,000 by selling 1,000 shares at $20 each to shareholders. The majority of shareholders were Ukrainian while the majority of the company's employees were either graduates or drop-outs from the Vegreville English School for Foreigners. The company enjoyed phenomenal growth initially, expanding to branches in Edmonton, Radway, Chipman, Innisfree, Lamont, Andrew and Smoky Lake.[48]

As more general stores were established by individual Ukrainian entrepreneurs in the settlement areas, the branch stores of the Narodna Torhovla were either liquidated or sold to individual private owners.[49] Later Radway would be represented in the *Soiuz ukrainskykh torkhovtsiv Alberty* (The United Merchants of Alberta), an association of independent Ukrainian merchants formed in 1928. Based in Edmonton, by 1934 the association included 54 merchants in 23 Alberta communities. Radway's representative was Steve Samycia, who operated a butcher shop, grocery and restaurant from 1929 till 1950.[50]

As well as being an economic hub for the predominantly Ukrainian settlement area surrounding it, Radway also functioned as a centre of socio-cultural activity. In addition to the general public services and institutions found within Radway, the town hosted a variety of religious and cultural institutions exclusively based within and serving the Ukrainian community.

The first such institution to be organized in the Radway district was the Ukrainian Catholic parish of the Assumption of the Virgin Mary located a mile and one-half south of the townsite. Organized in 1910, the church itself was completed in 1914-15 under the direction of Father Filip Rue, who was to become the most renowned of Ukrainian church builders in Canada. The church was consecrated by Bishop Ladyka in 1932. By 1941, the parish was attended by 90 families. A Narodnyi Dim hall built across from the church in 1915 was eventually dismantled due to ownership disputes and rebuilt at Martin Centre to the south. A new hall across from the church was built in 1934. A number of men's, women's, and youth organizations were associated with the parish. A second Ukrainian Catholic parish was established in 1913 southeast of Radway townsite in the district known as Eldorena. Both of the these parishes were served by the Basilian Fathers from Mundare until a local Basilian residence was constructed in Radway in 1940.[51]

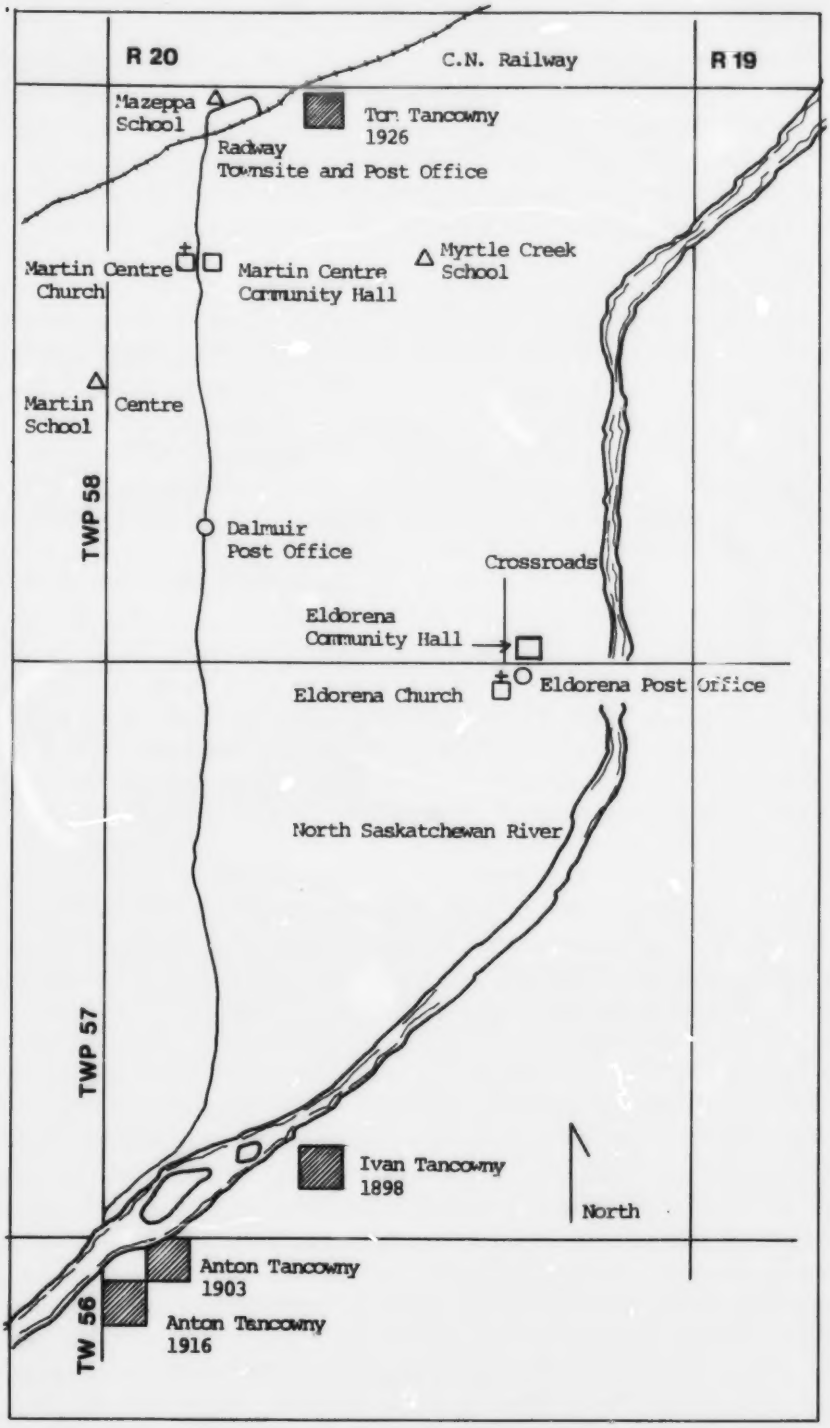

Figure 12. Radway, Alberta district map circa 1928.

A number of secular organizations were also formed in the Radway district. In 1914, a Prosvita (enlightenment) association was formed in the house of Oleksa Harapniuk, the postmaster at Dalmuir, four miles south of what was to become the townsite at Radway. The association promoted reading and the staging of dramatic productions.[52]

The Radway district, as were many of the initial Ukrainian settlements, was settled predominantly by Ukrainian Catholics. In time, however, due to the missionary work by the Russian Orthodox Church and the creation of the Ukrainian Greek Orthodox Church in Canada in 1917, many districts and even church congregations split into two separate camps. The same was true of the Radway district.

In 1920-21, a Ukrainian Orthodox Brotherhood was established at Radway, with a Ukrainian Orthodox Church building being constructed in the town during 1924-25. Leadership in the new church came from the nationally conscious Ukrainian businessmen in town. Some reports underline that for several years there was open hostility between the two religious groups. Each built their separate halls and attended their separate social functions. The coming of the depression, however, seemed to diminish the frictions brought about by religious differences.[53]

With the establishment of the second of the dominant Ukrainian churches in the community, a variety of secular organizations associated with that church followed in short order.

In 1929, a *Narodnyi Dim* ("People's Home") Association was formed, with the actual physical structure of the "home" not erected until the spring of 1932. Dedicated to the fourteenth century kozak leader Bohdan Khmelnytsky, the hall featured a mural-backdrop painted by a local artist of the kozaks victorious in battle over the Poles. Associated with the home were a number of organizations such as the Ukrainian Self Reliance League, the Ukrainian Women's Association of Canada, a *Ridna Shkola* (Ukrainian language school), the Association of Ukrainian Youth in Canada and a dramatic society.[54]

The Ukrainian Self Reliance League (SUS) the secular arm of the Ukrainian Orthodox Church, had a branch at Radway, headed by the town's most prominent Ukrainian business and professional men.[55] Radway was an active SUS centre, and when that organization sponsored a lecture tour across Canada by eminent Ukrainian historian Prof. Dmytro Doroshenko in 1937, the town was one of five rural Alberta communities visited by him. Doroshenko spoke at the Radway Narodny Dim on August 8, 1937, in addition to visiting Vegreville, Mundare, Myrnam and Willingdon.[56]

The Hetman-Sich movement which was widespread among Ukrainian Catholic parishes did not have a following at Radway. On the other hand, the Ukrainian National Federation was active at Eldorena and Radway for a brief period between 1933-1943.[57]

Radway remained an active centre of Ukrainian community life through the 1950s, but factors which brought about the demise of the town as a whole were to affect its cultural life as well. Many of the businessmen who moved on from Radway were the Ukrainian community's most active leaders. Rural depopulation in general drained the flocks of the

local parishes to the point where not only was it impractical to have resident priests but church services in local parishes were available only on a monthly basis by visiting priests from other centres.

In 1951, Radway along with other communities, celebrated the sixtieth anniversary of Ukrainian settlement in Canada. The celebration acknowledged the pioneer efforts that contributed in so many ways to life in the Radway district and to Canada in general.[58] The celebration of Ukrainian community life in Radway in 1951 — as had the elevation of the community to village status in 1943 — came at a time when the community was facing a drastic period of decline in the shadow of a once vibrant life.

C. Lot and yard plan of the Radway Livery Barn

1. Pre-Tancowny period

The original legal description of the Radway Livery Barn lot is Block 2, Lot 11, of the Radway Centre Townsite, which was a subdivision of NW32-58-20 W4, registered as Plan No. 3467 C.E. with the Land Titles Office of the North Alberta Land Registration District at Edmonton. The 50x125 foot lot was part of the original George Kennedy homestead of 146 acres which was eventually subdivided between a number of individual purchasers.[59] The bulk of Kennedy's property was acquired by the Canadian Land and Investment Company Ltd., on November 28, 1917 and subsequently subdivided into blocks of lots as the townsite of Radway Centre.[60]

The Canadian Land and Investment Company first sold the lot to Hnat Lopatynysky in May of 1922 for $150.[61] Lopatynsky was the son-in-law of D. Hruschak, Radway's first storekeeper. Together in 1918 they had selected four prime lots in what was to become Radway Centre Townsite. Lopatynsky built a livery and feed barn on his lots which he operated until 1922, after which he ran a general store until 1927 when he moved to the Town of Boyle. It does not appear that Lopatynsky's livery was located on the site of the future Radway Livery Barn, but rather on Main Street or Railway Avenue. Apparently Lopatynsky bought Lot 11, Block 2, with the intention of establishing a new and expanded version of his livery operation but never did. No improvements were made to the lot, with the exception of the drilling of a well in the northwest portion of the lot.

2. Tancowny period

In May of 1928 Lopatynsky sold the property (lot #11) without any buildings or improvements for the sum of $94 to Tom Tancowny. Lopatynsky, in fact, received $56 less than what he had expended for the lot six years earlier.[62] Tancowny received the certificate of title to the lot on August 22, 1928.[63] The only thing on the lot was the previously mentioned well and pump. The entire town had made use of the well, before another deep well was dug about 15 feet northwest of where the barn was to be built.[64]

The Radway Livery Barn lot was located on First Avenue East, and complemented the major commercial services in the town. The market square was directly north, facing the

barn. The town's Main Street commercial district and dance hall were one block to the west, the railway station and grain elevators a block to the south, and the milling company directly east at the end of the block on which the barn was located. The barn was ideally located to serve traffic making use of any of these facilities (see Figure 8).

In December of 1930, Tancowny acquired the adjoining lot (#12) to the east of his barn.[65] Tom had built a house on this lot, approximately 35 feet east of the barn on the northeast corner of the lot. This house was built soon after the barn was erected and measured approximately 14x28 feet. The house consisted of two rooms, had a shed roof dropping to the east, an enclosed porch to the west, and a main entry door facing the barn to the west as well. The north wall of the house was equilateral to that of the barn. Tom, and later his first wife, Haska, lived in this house along with hired-hand Jack Jacula *(Iatsula)*. This was where they ate and carried on the business of the livery and dray. Occasionally friends were put up for the night in the house as well.[66]

In the southeastern corner of the house lot Tom built a second smaller shack which was used as a bunkhouse for customers. This sleeping quarter measured about 10x12 feet, contained two beds and a heater, and had windows on its south and west walls. Card playing and drinking were activities not uncommon to this bunkhouse.[67]

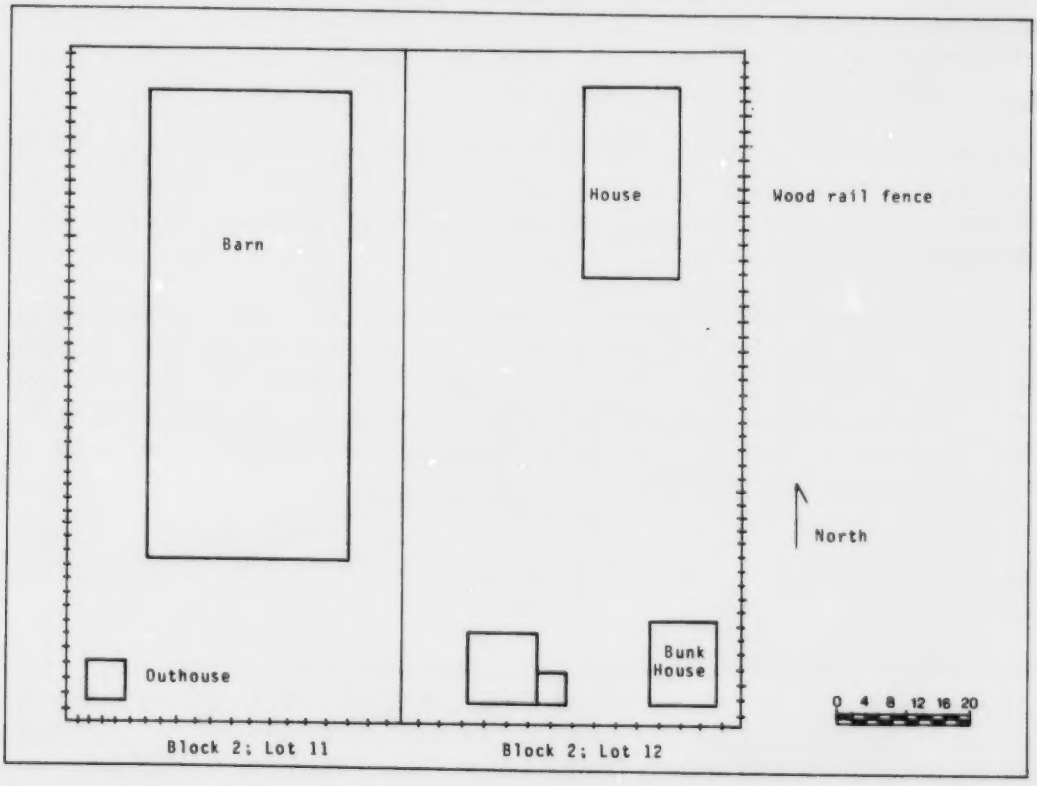

Figure 13. Radway Livery Barn yard plan circa 1929-1930.

To the west of this sleeping shed and along the southern edge of the property, another somewhat larger shed with a partial lean-to was built. This shed has been described variously as a granary, a storage shed for wood and coal, an outhouse, a shoemaker's shed and someone's residence on the southern edge of the property.[68]

A shed-roofed outhouse with the door facing north was on the southwestern corner of the barn lot. Aside from the fact that the second shack on the southern edge of the property may have functioned as an outhouse, it would appear that this was the only location for such a convenience. In fact, some informants claim that there was no outhouse associated with the barn at all and that clients simply made use of empty stalls in order to relieve themselves.[69]

During the early 1930s a lean-to was added to the east elevation of the barn for a brief period of time. The structure was very simple, temporary and inexpensive and was intended to provide an additional eight double tie stalls during busy years. The addition never amounted to more than a simple windbreak framework which was dismantled before being completely finished.[70]

Along the exterior southeast corner of the barn was a shallow two to three foot deep pit where manure was deposited from the stalls via the southern doorway of the barn.[71] There was no vegetation other than wild grasses covering Tancowny's two lots. There were no gardens, trees or bushes.[72] Tancowny stored his wagon and sleigh randomly on his property, either to the south or east of the barn.[73]

It was not until 1935, that the town of Radway built a boardwalk along First Avenue East fronting the northern edge of Tancowny's property. The walk, however, did not cover the area immediately in front of the barn's main entry door. Prior to that year there was only a dirt walkway along First Avenue.[74]

Three of four sides of the perimeter of Tancowny's two lots were encircled with a nailed straight rail fence. The fence was between three to four feet high with two rails. Tamarac fence posts stood every six feet, were dug four feet into the ground and stood three feet above the ground. The northern edge of the property was the only one not enclosed by the fence. The fence was installed circa 1928 and no mention has been made by informants of any gates along the length of the fence.[75]

3. O'Ball period

Circa 1938-39 Peter O'Ball bought the Radway Livery Barn from Tom Tancowny.[76] The land was not transfered until January of 1946, and O'Ball did not receive title until February of that year.[77] O'Ball also moved into the shack on the adjoining lot, living there until the property was sold to Harry Denysowski in 1941.[78] From that point on there was to be no further connection between the two lots.

O'Ball used the shed at the back of the barn lot for storing coal, and firewood along with other supplies.[79] The fencing along the perimeter of the property came down during this period and was never to be replaced.[80] To the front and east of the building, an imperial gas pump was installed early in 1939.[81] In order to fuel a coal furnace and stoker along the interior southeast wall of the building, a 5x8 foot wooden coal bin was built along the southeast exterior of the building.[82]

Automobiles which were to be fixed in the building were parked parallel along First Avenue North of the building. To the south of the building stood garbage cans into which trash was tossed from the back door.

4. Pryma period

After Tom Pryma bought the building in 1955-56 there were no further changes to the lot's yard plan. The building was used for storage alone, and the yard in the back of the structure was used for parking.[84]

ENDNOTES

CHAPTER II
A LAND USE HISTORY OF THE RADWAY LIVERY BARN

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C. Lot and yard plan of the Radway Livery Barn

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Unrecorded Interviews with John Kozoway, Peter Melnycky, March 3, 1983; and Tom Tancoway, Roman Brytan, September 1979.

67. Brytan "Radway Livery Barn...,"; Unrecorded Interviews with Jack Jacula, Peter Melnycky, March 7, 1982, April 13, 1983; Tom Tancowny, Roman Brytan, September 1979, and Peter Melnycky November 17, 1982; Interview with Tom Tancowny, Peter Melnycky, January 20, 1983.

68. Unrecorded Interviews with Jack Jacula, Peter Melnycky, March 7, April 18 and November 3, 1983; John Kozoway, Peter Melnycky March 3, 1983; Tom Tancowny, Peter Melnycky November 17, 1982; Interview with Tom Tancowny, Peter Melnycky, January 20, 1983.

69. Unrecorded Interview with Jack Jacula, Peter Melyncky, March 7, and April 13, 1983; John Kozoway, Peter Melnycky, March 3, 1983;
Interview with Elmer Ellefson. Peter Melyncky, September 1, 1982.

70. Unrecorded Interview with Tom Tancowny, Peter Melnycky, November 17, 1982;
Interview with John Kozoway, Peter Melnycky, August 24, 1982 and April 13, 1983.

71. Brytan "Radway Livery Barn...,"
Interviews with Jack Jacula, Peter Melnycky, November 3, 1982; Tom Tancowny, Peter Melnycky January 20, 1983;
Unrecorded Interview with Jack Jacula, Peter Melnycky, April 13, 1983.

72. Unrecorded Interviews with Jack Jacula, Peter Melnycky, March 7, 1983; John Kozoway, Peter Melnycky, February 4 and March 3, 1983.

73. Interview with Jack Jacula, Peter Melnycky, November 3, 1982;
Unrecorded Interviews with Jack Jacula, Peter Melnycky, January 12, 1983; John Kozoway, Peter Melnycky, December 14, 1982; Tom Tancowny, Peter Melnycky, November 17, 1982.

74. Brytan "Radway Livery Barn...,";
Unrecorded Interviews with Jack Jacula, Peter Melnycky, April 13, 1983; Tom Tancowny, Roman Brytan, September 1979.

75. Unrecorded Interviews with Jack Jacula, Peter Melnycky, March 7, 1983 and April 13, 1983.

76. Interviews with Peter O'Ball, Peter Melnycky, August 30 and 31, 1982.

77. Transfer Document, Land Titles Office, Edmonton, No. 2474GB, January 26, 1946;
Certificate of Title, North Alberta Land Registration District, No. 173-H-69, February 1, 1946.

78. Certificate of Title, North Alberta Land Registration District, No. 112-R-76, February 11, 1941.

79. Interview with Jack Jacula, Peter Melnycky, November 3, 1982.

80. Interview with Peter O'Ball, Peter Melnycky, August 30, 1982.

81. Ibid.

82. Ibid.

83. Ibid., and Aerial Photograph 1949, 1:40,000, 49-1 PAN A5127, 5401, 206.

84. Unrecorded Interview with Tom Pryma, Peter Melnycky, March 16, 1983;
Interview with Peter O'Ball, Peter Melnycky, August 30, 1982,
Transfer Document, Land Titles Office, Edmonton, No. 840 M.B., October 5, 1960;
Ceritficate of Title, North Alberta Registration District, No. 165-S-110, October 7, 1960.

Chapter III.

A STRUCTURAL HISTORY OF THE RADWAY LIVERY BARN

A. Tancowny period - as built 1928

1. Construction-Materials-Labour-Plans

It was Tom's father Anton who contracted and supervised the construction of the Radway Livery Barn in the spring of 1928. Anton Tancowny and his family had prepared for the purchase of property and the establishment of a livery barn business in Radway in advance of the actual purchase of the lot. During the winter of 1927-28, Anton and his sons felled trees and then cut and stockpiled the lumber which was to be used in the basic construction of the barn.[1]

The lumber used in constructing the Radway Livery Barn consisted primarily of jack pine, along with spruce, tamarack and poplar. The lumber was milled from trees felled at a number of locations. The Tancowny "home place" was covered mostly in poplar. Anton's quarter sections to the southwest, however, edged on Beaver Creek and contained large stands of pine, spruce, fir and tamarack. In addition, permits were obtained for cutting trees in the government reserve in the sand hills north of the North Saskatchewan River. The reserve also contained large stand of pine, spruce and tamarack.[2]

Trees were felled with axes and hauled to the Tancowny farm where logs were cut on a 48 inch blade steam fired sawmill owned by Tom's father Anton from 1921-22. The logs were not peeled of their bark and were primarily cut into twox5 inch boards. Most of the logs were not of a large enough diameter to be cut into two by six inch boards, and cutting two by four inch boards would have wasted too much wood. The boards were later planed on one side, using a neighbour's equipment and stockpiled on the Tancowny farm until the spring of 1928 Then it was ferried in 800 lb. loads by wagon across the North Saskatchewan River, through the sand hills, past Dalmuir and into Radway for construction.[3]

Other necessary lumber and supplies which were not brought in from the farm were purchased from the Hayward Lumber Company Yard in Radway which was managed by John Semeniuk. Materials worth $800.00 were purchased from Semeniuk and included siding, cement, shingles, paint, nails and windows.[4]

The man in charge of building the Radway Livery Barn was John Pysyk of the Bruderheim district, a well-known carpenter and furniture maker *(stolar)* who constructed many buildings in the Weasel Creek and Bruderheim districts. Pysyk learned his trade in the "Old Country" and did not use plans when building, but rather had a set of "plans" committed to memory. The common consensus of informants is that the Radway Livery Barn was built under Pysyk's supervision with a minimum, if any, reference to detailed

plans or blueprints, although some sort of written reference figures were used. Whether or not there were any specific plans or blueprints drawn up from which the Radway Livery Barn was fashioned is not apparent, most informants recall a minimum amount of recorded planning in the building of the structure. It would appear that Pysyk used his repertoire of skills to mimic other structures in the Canadian environment.

In this sense, Pysyk was a typical "country carpenter," i.e., one who had completed a long apprenticeship under the guidance of an experienced carpenter. His pay was usually small and the work required of him strenuous. Practical experience rather than formal training characterized this craft. If a lack of formal planning is true of the Radway Livery Barn, then the building can be viewed as an example of vernacular/folk building, in that it was the expression of an accepted, or admired, pattern carried in the memory of the builder rather than committed to written form. Such a building process is learned by informal imitation rather than through formal instruction and does not rely on blueprints, material lists or rigid specifications.[6] The Radway Livery Barn is not, however, a structure which would have been typical of Pysyk's old country experience and "repetoire," and represents old country building talents emulating North American structural developments.

Domestic animals on Ukrainian farmsteads were housed either in separate stables or in attachments to primary dwellings. This variety of barn types has produced a rich lexicon relating to barns and stables: *komora, sarai, klunia, stodola, stainia, korivnyk, koniushnia.*[7] In highland districts the rooflines of dwellings were extended on either side to enclose subsidiary buildings inclusive of those which housed livestock. Mountain homesteads often had the entire farm yard enclosed by a solid fence, uniting a series of attached buildings.

In the Lemko region of Ukraine, the domestic dwelling *(khata)* was of the unitary long house *(dovha khata)* variety with various auxiliary structures being integrated under a single interconnecting roof linking the living quarters *(khata)* with a hall-vestibule *(siny)*, a stable *(stainia)*, a granary-pantry-storehouse *(komora)*, threshing floor *(boishche)*, or coach house *(vozivnia)*. The walls of the boische contained wooden pegs on which flails, rakes, forks, winnows, and shovels were hung. The vozivnia which often formed the end portion of a typical Lemko farm dwelling, was used to store wagons, ploughs, harrows, sleighs, and ladders. Its walls also contained shelves on which various parts belonging to the above implements were kept. A popular variant of the Lemko house plan displayed four rooms, including a living room, hallway (siny), pantry-storehouse, and stable.[8]

A separate *shopa* or *shipka* was at times built at some distance from the residence, closer to the road. It was a small wooden building constructed of hewed or milled boards. The shopa was used either to store grain or house horses, sheep, and sometimes oxen during the summer. Its location near the road was to ensure easy access into it with hay rack wagons. Often one of the shopa's eaves was extended about 2.5 m to form a wide roof overhang under which a loaded wagon might be parked for protection from the elements.[9]

More elaborate stables in the Lemko region were constructed with either one or two rows of mangers within the structure, facing along one or two of the building's walls. A double-mangered stable was usually twice as large as the single variant with a single manure

trough running between the structure's main beams. In such a setup the animals faced away from each other, their tails backing onto the central alley. In all other regards, however, the two stable variants were identical.[10]

In the mountainous Hutsul homelands of the Galicia and Boyko districts, similar types of multi-purpose winter dwellings integrating a stable area were built by shepherds on high mountain pastures and meadows. The Galician variants included either one or two buildings. The main building consisted normally of three parts: a living quarter, a siny (storage room), and a stable quarter. The siny and stable both had exterior entry doors. Each side wall of the stable contained mangers above which were hay ladders which were filled from the loft storage area. Entry into the loft was by ladder, through a covered doorway in the roof at the back of the structure.[11]

Ukrainian settlements in what is the present Czechoslovakian People's Republic, also exhibited this basic building type with the stable being directly tied to the living quarters. As concern for hygienic control increased toward the end of the last century, however, the stable was either made into a separate structure or separated from the living quarters by an intermediate structure such as a threshing floor or storage room.

The Museum of Folk Buildings at Sanok in Poland has preserved a number of examples of this building type. A Boyko district farm building, circa 1861, contains living rooms, an entrance hall, stables and sties for domestic animals, as well as a large threshing floor and cart storage area. A similar building from the Lemko region, circa 1885, consists of a room, a store-room, entrance hall, threshing floor, stable, and a second store-room. A Krosno district house consists of a room, a store-room, entrance hall and stable with attached tool shed. A hay loft is accessed through a garret hold covered with a door.[13]

The tendency for dwellings to include, either separately or integrally, stable accommodations was tempered by the degree to which peasants were capable of owning livestock and especially horses. At the turn of the century broad segments of the peasant population *(seliany)* were without horses. The figure for the entire Podillia region stood at 61.6 per cent while in the Bratslavsky, Olhopilsky and Mohylivsky districts the figures rose to 67.4 per cent, 70.1 per cent and 74.8 per cent respectively.[14]

Lowland barns were more often separated from the main dwelling and contained a variety of domestic animals under the same roof separated by board partitions. Usually situated near gardens these barns produced manure which was conveyed by basket and wheelbarrow into piles which, in turn, were carted either by wheelbarrow or wagon to fertilize cultivated fields.[15]

In the Rohatyn region, domestic structures such as stables, storage sheds *(khliv, stodola, kucha)*, and chicken coops were dispersed around the main living house. Carriage houses were located nearest the house for the storage of wagons, sleighs, harrows, ploughs and other implements. Often under the same roof was a stodola for storing grain sheaves, along with a threshing floor. Further on stood a stable and khliv under a single roof, often with an attached kucha for pigs.[16]

It was only the large landowners who were in a position to expand into larger specialized horse barns. Among the wealthy landowners of Western Ukraine, stables were of primary importance to the running of large estates, and they were often the first building in the districts to reflect modernization of building techniques. In the district of Berezhany the first structures after bell towers to be constructed of stone were the manor stables of the large land owners.[17]

The salient point to be made about horse stables in Western Ukraine at the turn of the century is that they were by and large, small multi-purpose structures which were often an integral part of a peasant's main living quarters.

The free-standing all-purpose storage and animal shelters (shopa) of Western Ukraine were replicated by Ukrainian homesteaders in Alberta sometimes initially functioning as human shelters before fulfilling their intended function as animal stables. The long house variant of joint living quarters and stable accommodations were also constructed, but the nature and scale of farming in east central Alberta combined with the rapid expansion of Ukrainian farmsteads meant that the utility of such structures was quickly outgrown in favour of large-scale livestock barns (see Figures 14 to 17).[18]

The equivalent of livery barns *(livrea, prokorm konia, platna koniushnia, viznytskyi dvir)* in the popular North American sense were virtually unknown in Western Ukraine. The average landowner could ill-afford to own even one horse, while large landowners constructed their own barns to house the animals they owned. People hiring horses did so from neighbors and not from central stables of horses. Those travelling to market in the larger regional centres and towns tied their oxen and horses in public town squares or on side streets. There was no need for the boarding facilities offered by large scale livery barns as the visits to these centres were short both in distance and duration. Also climatic conditions were much milder than those experienced in Canada. Winter weather posed no particular threat to these animals, which a simple blanket cover could not solve.[19]

Although these larger regional centres did not have livery barns they did usually have a local drayman *(firman)* who had teams and wagons for hire to transport either people or goods. These teamsters did all the driving themselves and did not have stable quarters which were let out to others. The only aspect resembling the North American livery barns were small road houses/road side inns where travellers could find room, board and alcoholic drink for themselves, as well as feed and shelter for their animals. Operated in the main by Jews, these road houses, however, were not on the same scale as those in North America. They were multi-purpose in nature, and didn't offer specialized boarding facilities for horses as did Tom Tancowny's Radway Livery Barn.[20]

The Radway Livery Barn's sequence of construction began with the laying of the cement foundation after which the exterior wall framing was erected. This was followed by the cementing of a concrete central alley the length of the structure. Once the cement had set, two rows of six by six inch posts were set up along the outside edges of the central alley. They ran along its entire length and were spaced at eight foot intervals. These posts functioned both as partition posts for the horse stalls as well as support posts for the barn's two main beams. Once the posts were in position, construction on the joist network for the

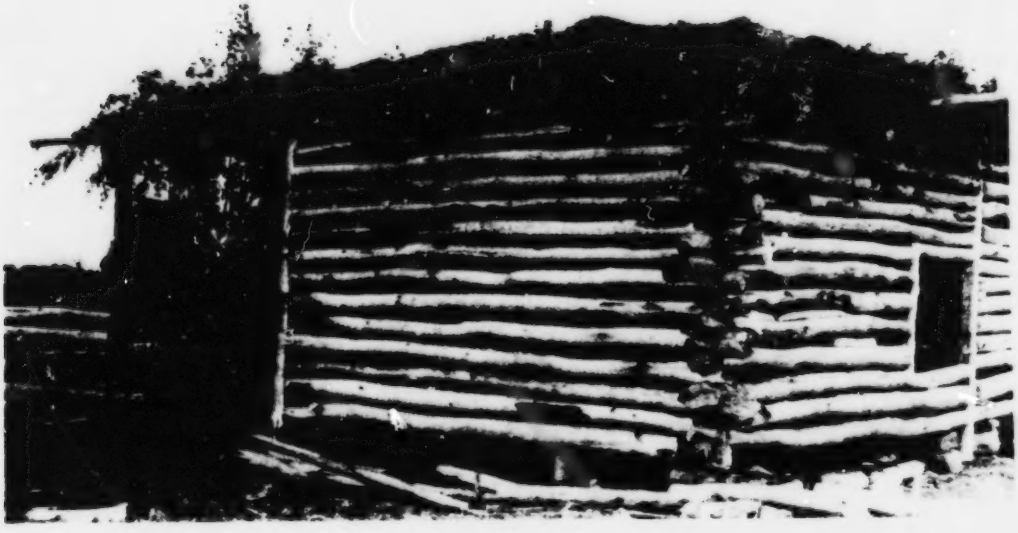

Figure 14. First horse barn on Petro Nahnybida's farm at Northern Valley, Alberta, 1926.

Figure 15. First horse barn on Petro Nahnybida's farm at Northern Valley, Alberta, 1926.

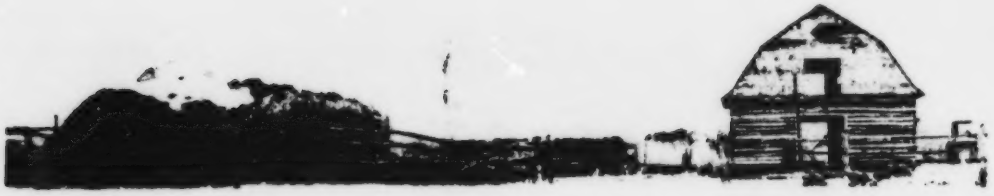

Figure 16. Toronchuk farmstead of Skaro, Alberta with large livestock barn under construction, December 22, 1920.

Figure 17. Toronchuk farmstead at Skaro, Alberta with large livestock barn under construction, December 22, 1920.

loft floor proceeded, followed by the raising of the roof and finally the application of siding to the building's four elevations.

Double horse tie-stalls lined both sides of the barn, with horses facing the east and west walls, away from the central alley. The stalls ran the length of the building. There was room for nine stalls per wall, although three and later four of these spaces were taken up by the well, loft stairs, feed room and guest room.[21]

Building the Radway Livery Barn was intensive work, with 16 hour days not unheard of. Most of the labour for erecting the barn was voluntary, supplied by family members, friends and neighbours. Pysyk and full-time members of his crew did however, receive monetary reimbursement for their labour.[22]

An accurate biographical sketch of John Pysyk, along with other examples of his work might clarify to what extent the Radway Livery Barn is a vernacular structure as opposed to a replica of a standard blueprinted structure. All that is presently known of Pysyk is that by the 1940s he lived and worked as a carpenter in Edmonton and that he passed away there circa 1951-52. What is also known is that July 14, 1928 was carved into the cement floor of the Radway Livery Barn as the date that the structure was completed under John Pysyk's guidance.[23]

2. Foundation

The Radway Livery Barn had a grade beam foundation of poured concrete which was purchased from Semeniuk's store. Because of irregularities in the barn lot, the concrete grade beam had a varied exterior height, being somewhat higher on the south end of the building. This affected the threshold levels through the barn's doors. There was a 12 inch rise to the exterior sill of the north elevation's small entry door. The drop on the inside of this door was about eight inches. There is no consensus of opinion concerning the threshold of the main sliding door. Most informants recall that there was neither a rise nor a drop in the threshold making it a relatively level threshold with no height differential. Others remember a four to six inch drop in the threshold on entering the building, but note that it posed no problem for the horses. Wagons and other vehicles were never brought into the barn. Thus, if there was any discernable height variations from an even plane, the horses had no problem negotiating the difference.[24]

On the building's south elevation, the drop from the concrete threshold to the ground was high enough to require a board resting on the edge of the sill so that a wheelbarrow could be brought out of the building.[25]

3. Structure-Framing

The Radway Livery Barn is a large 30x72 foot two-story gambrel-roofed barn designed for one particular class of livestock. The lower floor was intended to accommodate animals and provide for the storage of feed and equipment. The loft was designed to store hay, bedding and other supplementary materials. The wall framing consisted of vertical two by

five inch studding spaced at regular intervals. The exterior of this frame was covered with shiplap, building paper and drop siding. The interior walls of the barn were left with the exposed studding alone.

The hay loft floor rested on a network of joists, which in turn rested on two girders running the length of the barn. These two main beams were supported by posts on the ground at approximately eight foot intervals. These support posts also served as the stall partitions which flanked both sides of the central alley of the barn.

This support system was necessary because of the size and structure of the Radway barn's gambrel roof. The gambrel roof style is a historical development in European and North American barn construction relating directly to the increased number of livestock and amount of feed that was housed in barns. The upper floors of barns were reserved for storage of grain and fodder when there were larger numbers of livestock. In order to store larger quantities in the lofts, traditional pitched roof designs were modified to gambrel roof lines.[26]

A gambrel roof contains four planes, rather than two, in its structure. The two upper planes contain very little pitch, whereas the two lower side planes are quite steep. Gambrel roofs use a system of rafters strengthened with braces, struts and collar beams, whose main supports are located near the side of the eaves leaving the central floor area free of obstructions. This design displays economy in the use of materials and eliminates the need for interior posts and cross ties in the loft. It maximizes the use of space within a given roof area, providing maximum storage capacity and space for the handling of feed.[27]

In many ways, the Radway Livery Barn is an expanded version of a typical Ukrainian farm barn in east central Alberta. Such structures were integral aspects of Ukrainian farmsteads. Ukrainians, more than other groups, gave a higher priority and spent more time and effort in planning and constructing barns, than in constructing dwellings. The logic behind this emphasis is that it stemmed from a practical concern for bettering the farm unit.[28]

The typical Ukrainian barn in Alberta, constructed after the initial stages of homesteading, was 20x30 feet, with square beams and an extensive loft area and finished with a gambrel roof covered with shakes.[29] Other features of the Radway Livery Barn also exemplify Ukrainian farm barns and will be discussed in detail later.

Although the Radway Livery Barn, in many ways, resembled an expanded version of a typical Ukrainian barn in east central Alberta, variations in size, style and function of other livery barns in the same district varied greatly. The gambrel roof style, because of its enhanced holding capacity, appears to have been the dominant roof style not just of livery barns in east central Alberta, but livery barns throughout the province. Livery barns at Radway, Andrew, Chipman, Bellis, Elk Point, and other locations all displayed this roof style.[30]

Gable roofs of varying pitches, with or without false fronts were also popular,[31] while some liveries, such as one in Chipman appear to have been recycled from existing

buildings whose original function was far removed from that of boarding horses (see Figure 18).[32]

4. Roof

The rafters of the barn's gambrel roof were covered with scaby one-inch thick boards of varying width and length.[33] These boards were, in turn, covered with number one grade cedar shingles 405 mm long, nine mm thick and of various widths. The shingles were never painted.[34] There were no ventilation openings or structures on the roof, nor did the roof have any lightning resistors. A hole was cut through the roof line to accommodate a brick chimney in the northeast slope of the roof on the northern elevation of the building.

5. Windows

The original construction of the Radway Livery Barn included 15 windows. All of the windows were purchased from the Radway Branch of the Hayward Lumber Company Ltd., managed by J. Semeniuk. Of these windows, 13 were two-pane barn windows of identical size and were located at the same height throughout the barn's four elevations. The remaining two windows were four-pane windows which were fixed in the lofts of the north and south elevations.[35]

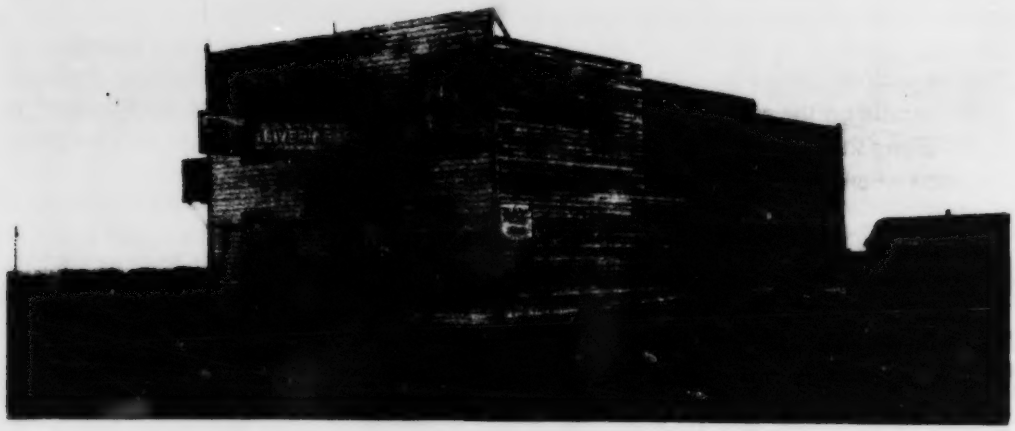

Figure 18. Stashyn Livery Barn at Chipman, Alberta.

All of the windows were fixed into position with a varying number of nails along their top edges and sides.[36] During the summer, however, a number of the two-pane windows were removed, at random, in order to provide circulation of fresh air.[37]

The windows in the Radway Livery are similar to those of Ukrainian farm barns in the settlement block where side walls often had three small windows, one by two feet in dimension, that were evenly distributed along the wall.[38]

6. North elevation

The various components of this and following elevations will be dealt with separately.

a) main entry doors

The main entry door into the barn was located in the centre of the north elevation, opening off of First Avenue East. It was a large eight by eight foot sliding door suspended on two hangers that opened to the east on an overhead steel tube track affixed to the exterior of the wall. The door hung on two four-wheel centre-hung trolley hangers which ran along the inside of a square tubular steel barn door track. The hanger aprons were about seven inches long.[39]

This main entry door was constructed of two layers of wood. First there was an interior vertical layer of shiplap boards. On top of this came an exterior horizontal layer of drop siding.[40]

The door slid open to its entire length on the east until it was stopped by a two by four inch or two by six inch board stop some four feet long The board stop was nailed vertically to the side of the barn flush with the top of the door. It is not clear whether there was a similar wooden stop at the western extremity of the metal track.[41]

This large door had no locks, hooks or fasteners with which to shut it tightly. It did have a "D" handle on the exterior that was used to pull it open. Initially the door opened very easily along the track, but with time it was "banged up" and began to run very roughly, to the point where even oiling the tack was no longer effective.[42]

Although the barn's south elevation will be discussed later, it should be noted that a door was located in the same spot of the barn's south wall. Again this is typical of Ukrainian farm barns where the ground floor normally had two large doors facing each other — usually at the center of the narrow ends of the building.[43]

West of the main sliding entry door was a door measuring approximately three by eight feet and constructed of vertical shiplap siding with a "Z" cleating on its interior facade. This smaller door was hinged on its right (west) side with two four inch steel strap hinges and a total of six screws per hinge. The door opened into the barn. There was a thumb latch on the left (east) used for fastening, although not locking, the door shut.[44]

b) windows

This elevation had two windows, one four-pane diagonal loft window and a standard two-pane barn window at the same height as those on the east and west elevations. They were situated to the east of the main sliding door.[45]

c) chimney

On the east end of the north elevation, stove piping from a heater in the northeast corner of the barn, passed through the wall through a hole at a level of about six feet. The pipe entered a red brick chimney at about the third course of bricks which ran up the wall through an opening in the roofline. It continued past the roofline for another four to six feet. The top of the chimney was about 20 feet from the ground.[46]

The chimney started at a height of about six feet and consisted of a single course of bricks. The third row of bricks from the bottom was hollowed out to act as a soot trap. Soot was cleaned out by pulling off the pipe from the inside of the building and scooping out the accumulations.[47]

The chimney sat on a wooden ledge constructed of boards which was supported in its corners by four by four inch upright supports, forming a stand and running down to the ground. Carriage bolts in the northeast corner of the building were used to reinforce this wooden support stand.

Photographic evidence, along with a remaining portion of the stove pipe exit-hole which passed through shiplap on the interior of the north elevation, and the cut in the roofline, all indicate the chimney's original location.[48]

It is not clear whether there was a stove pipe flue running up the chimney or not. There is no structural evidence to support or refute the possibility. What is apparent from field examinations, however, is that people often ignored "common" or legal specifications when constructing chimneys.[49]

7. South elevation

At the centre of the barn's south elevation was a large entry door between six to eight square feet in dimension. The door slid open on a square tubular steel track which ran to the west in the same manner as the barn's north elevation door. The door was made by cutting through the back wall of the barn. Thus it had an exterior finish of siding as did the rest of the barn.[50]

The door was hung on two hangers, and had a "D" handle with which to pull it open. This entrance was used almost exclusively to convey manure by a wheelbarrow from the barn to the manure pit located just east of the door. The door was also used as a route for reaching the bunk house on the south end of the property. It was not normally used for moving

horses either into or out of the barn, although Tom, himself, might have brought his team into the barn through these doors after unhitching his wagon or sleigh at either the south or east ends of the barn.[51]

As mentioned earlier, the south elevation had one window opening on either side of the sliding door. These openings were the standard type in the building.[52]

8. East elevation

There were five window openings along the east wall of the building. Also there were two loft openings located just below the eaves of the roof. Neither had doors or covers with which to secure them. The openings faced the house where Tancoway lived so that there was little concern that they would be accessed to steal items from the barn. In addition, they were an important source of fresh air for the barn.[53]

9. West elevation

The west elevation included five window openings of standard measurement and height, as well as a single loft entry located just below the eaves and close to the centre of the wall's length. Again this loft entry was not equipped with a door or covering with which to secure it.[54]

10. Ground floor interior

a) floors

The first component of the ground floor interior to be installed was the floors. Before the stall floor planks were installed, two or three lateral timbers were laid out per stall in a north-south directon along the length of the barn. These "sleepers" were rough logs cut on the side which faced the ground.[55] On top of these, roughly, cut two inch thick jack pine lumber described variously as being five, six, or eight inches wide was laid in an east-west direction. It is possible that a variety of widths was used, although the predominant material measured two by five inches.[56]

Stall flooring consisted of roughly milled planks that were planed only on their bottom sides. Since the planks were of uneven width and roughly sawn, it was not uncommon for there to be one inch gaps between planks. Sometimes an axe was used to trim the planks in order to fit them more snugly. This type of work required some expertise, since all adjustments were by sight. Similarly, no levelling devices or instruments were used when installing the floors. The cracks between the planks provided a natural drainage system for liquid wastes and, no doubt, made the task of cleaning out solid wastes more difficult.[57]

In Ukraine, stable floors were similarly constructed. They consisted of thick fir planks *(forshty)* or end slices placed over fir sleepers *(spidky or ligary)*. Beneath the stall flooring, the empty spaces between the ground and planks were filled with forest leaves

that had been trampled down to act as an insulation barrier. This insulation along with stall bedding absorbed liquid wastes and made excellent compost for growing cabbages, potatoes, beets, cucumbers, tomatoes and fruit trees.[58]

A common feature of barns in Western Ukraine was a manure trench running under the hind quarters of animals housed in stables. Manure and soiled bedding was cleared out of this trough with a wide wooden shovel and placed either into a wheelbarrow or wooden hand barrow.[59]

There was no such trough along the concrete central alley of the Radway Livery Barn. Stall flooring extended back from the walls from below the concrete grade beam, going as far as and ending flush with the far edge of the six by six inch divider posts. The slope in the floor between the wall and the central alley was very slight and possibly there was none at all.[60]

The stall flooring was about four inches higher than the concrete central alley, taking into account the combined thickness of floor planking and the underlying sleepers.[61]

b) mangers

Each stall had a manger which ran along its length and was situated against the wall. The manger boards ended at the stall fencing and did not pass through to the other side.[62] They were constructed of two by five inch or two by six inch boards. The top of the mangers was at a height of about two feet eight inches from the floor. The width of the top of the mangers was some twenty-two inches from the wall. There was only a slight angling inward of the mangers' front facades as they approached the floor. At most, there was a difference of one inch between the top and bottom of the facades. The mangers were about two feet deep. The distance from the bottom of the manger to the floor was between eight and ten inches.[63]

The front facades of the mangers were constructed of four two by six inch boards. The top board of each manger had two holes cut through about 20 inches from each end of the stall. These holes were used for securing horses into the stalls. Halter shanks were pulled through these holes and tied tightly.[64]

The forward ends of each manger was reinforced with two by four inch or two by five inch bracing against the stall fencing. It is not clear whether this bracing extended only the height of the fencing or was as high as the ceiling joists. Short bracing (two by six inches) also extended from the bottom of the mangers down to the stall floor.[65]

On the inside of both ends of each manger were two oat boxes measuring eight inches wide, 20-22 inches long and eight inches deep. They were constructed of one or two inch boards, were nailed into position, and rose six inches beyond the top of the manger. The holding capacity of these boxes was between one and two gallons of grain.[66]

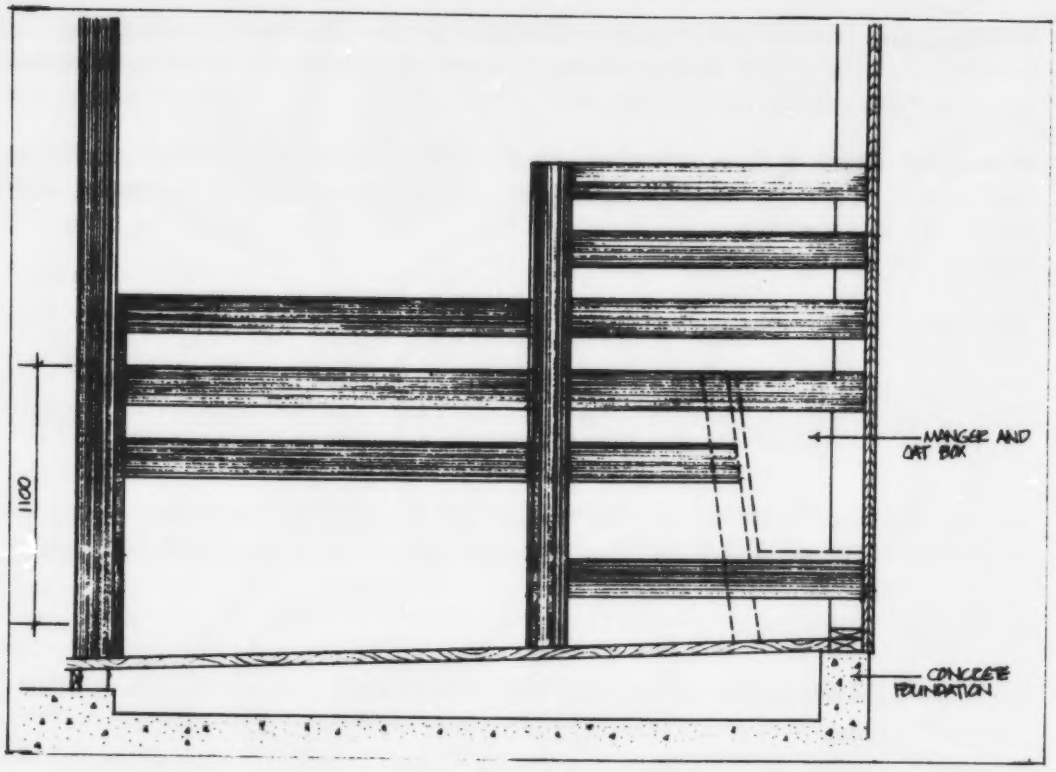

Figure 19. Radway Livery Barn - typical stall partition.

c) stall fencing

The fencing separating the stalls extended from the six by six inch support posts to the barn wall studs. Stall partitions consisted of between three to five roughly sawn and unplaned two by six inch boards. The lowest of these boards was at about the three foot level, while the highest was at about seven feet[67] These fence boards were not nailed in a consistent location from one stall to another. There were slight height variations between the stalls, although the boards did fall within certain general parameters.[68]

At least two rails in the partition fencing extended the full eight foot length of the stall from six by six inch post to the wall studs. A third rail, passing at the lowest level, went only as far as the front facade of the manger and did not reach all the way back to the wall studs.[69]

Informants recall these fence boards being nailed to wall studs and onto the northern sides of the six by six inch divider posts. Physical evidence as to post location casts doubt on whether this was possible. Along the north face of each stall partition was a single two by six inch upright reinforcement brace which extended from ground level to the highest board on the fence.[70]

Below the level of the three boards which extended as far as the six by six inch divider posts was a two by six inch reinforcement brace nailed to the wall studs at about the 10

inch level. It acted as a reinforcement for the manger,extending only to the end of the manger or as far as the vertical fence brace.[71]

Above the highest of the three full length fence boards running back to the central alley, were two short two by six inch boards extending out from the studs as far as the single vertical reinforcement brace. These short boards acted as barriers at the height of a horse's head and were intended to deter fighting between different teams when they were stalled next to one another.[72]

d) harness pegs

Each of the six by six inch divider posts had a large angled wooden peg driven into it facing the central alley. An angled hole was bored with an auger into each of the posts. A split wooden peg about two.and a half to three inches in diameter and between 18-24 inches long was driven into the hole and locked into position. These pegs were driven in at about the six to seven foot level above the central alley and were used by customers to hang their harness while their teams were housed in the stalls.[73]

Due to the milder European climate, domestic stables in Western Ukraine often had wooden pegs driven into exterior walls beneath eaves for hanging various harness parts and miscellaneous implements. Other stables, in which one wall contained stalls and mangers, often had the opposite wall equipped with harness and equipment hooks.[74]

It should be noted that the livestock barn on the Tancowny family homestead included stalls with straight-faced mangers and two holes through the top board; six by six inch divider posts with holes for pegs bored through them; two by six inch fence boards; and vertical hole support braces running to the ceiling along the fence boards.[75]

e) well area

Located in the barn's most northwest stall space was a well measuring 22 inches across. The centre of the well was located about 39 inches from the west wall and about 69 inches from the north wall. Above ground level the well had wood cribbing. The area around the well was cemented and at the same level as the central alley.[76]

f) loft stairs

The loft was accessed by a set of stairs in the northwest corner of the barn immediately west of the well. The stairs were about 14 inches wide with 12 steps between two planks.[77]

g) loft stair cover

At the top of the loft stairs was a wooden cover approximately three and a half by two.and a half feet constructed of sheathing similar to that used on the barn. The cover hinged up

into the loft and to the east on two strap hinges with eight screws per hinge. It did not at any time have locks or hooks with which to secure it.[78]

h) ceiling

There was no finished ceiling on the ground floor other than the exposed joists of the loft floor.[79]

i) whitewash

On rare occasions whitewash was used to paint the interior of the barn. A few dozen pounds of lime wash was mixed with water and used to paint over the barn interior to protect against flies. This was, however, seldom done — perhaps once in spring since inspectors rarely enforced such a procedure. The wash was applied to the stall walls, posts, fences and possibly to the mangers.[80]

j) ventilation

Adequate ventilation and a large air capacity are important considerations for horse barns. In the Radway Livery Barn there were no visible means of ventilation other than what could circulate through the north and south end doors. The only other access for fresh air entering the building was through the external hay loft doors and through the hay hatches which were located in the loft above each of the mangers. Windows along the barn walls were fixed into position and had no hinges. When the barn was full of sweaty teams the building would steam up due to poor circulation of fresh air.[81]

During the summer, however, in order to facilitate the circulation of fresh air into the barn, a random number of these windows was removed.

11. Loft area

The loft was accessed by a set of stairs in the northwest corner of the barn. There was a diagonal window opening in both the northern and southern loft walls, in addition to two openings along the east wall and another along the west wall through which hay was loaded into the loft. The loft floor was approximately nine and a half feet higher than the ground floor and constructed of tightly fitting purchased boards which prevented litter from sifting through from the loft into the stalls. The floor had 14 hay hatches along the walls, through which feed was dropped directly into stall mangers.[82]

Such hay shoots were also common in Western Ukrainian stables although not universal. Loft floors consisted either of fir logs or sawn log ends. Cracks in this flooring above animals were covered from underneath to prevent dirt and other particles from sifting down from above onto their heads and backs.[83]

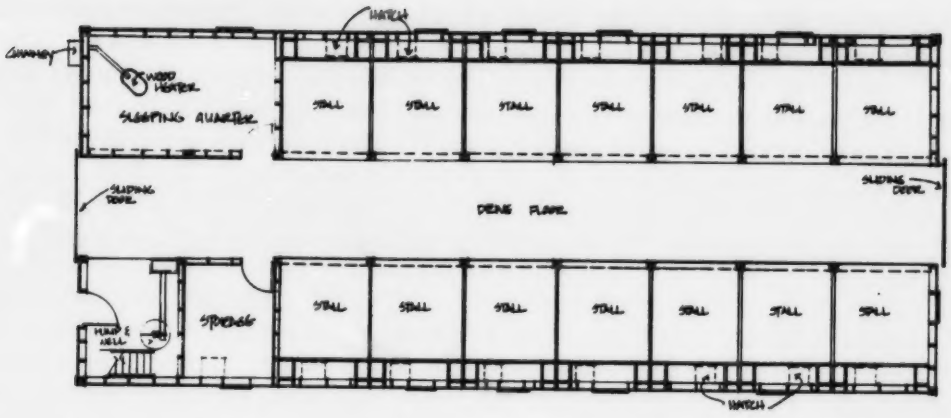

Figure 20. Radway Livery Barn - floor plan circa 1929-1930.

B. Structural changes during Tancowny period 1928-1930

1. Number of stalls

There was sufficient space along the east and west elevations of the barn's interior to construct nine stalls per wall. It appears that no stall was intended for the northeast corner of the building. This space had a stair opening framed into the ceiling structure, but was never used for its intended purpose.[84] Instead this corner stall space became part of a guest room which eventually took up an area of two stall spaces.

The second stall in the northeast corner of the building was only in place and used for horses for a very short period of time. It was separated by a wall or fencing from the first stall space which either contained the aborted stair well area or a sleeping room the size of only one stall space. In either case, by 1930 both of these corner stalls were incorporated into the sleeping area.[85]

On the western elevation of the barn's interior there was sufficient space for nine stalls. The northern most space was always used up by the well and stairs into the loft, while the second stall was converted into a storage area.[86] By 1930, only 14 of the 18 potential stall spaces were used for horses. Discounting Tom Tancowny's own team of horses, there was a holding capacity of only 26 horses in the barn.

2. Feed room

During the first year of the barn's operation, the first stall space in the northwest corner of the barn adjoining the well area, was converted into a general purpose storage room for harness, feed and equipment.[87] Stall flooring had already been laid in this space, and a

new layer of one by five inch shiplap boards was applied over it. This meant a five to six inch threshold difference over the central alley.[88]

The feed room had an exterior two by five inch stud frame on which an interior shiplap board finish was applied up to the ceiling joists.[89] The room was accessed through a homemade shiplap door on the south edge of the room's eastern wall. The door measured approximately two and a half by seven or eight feet and swung into the room on strap hinges on its south (left) side. To prevent theft this room was locked with a clasp and padlock.[90]

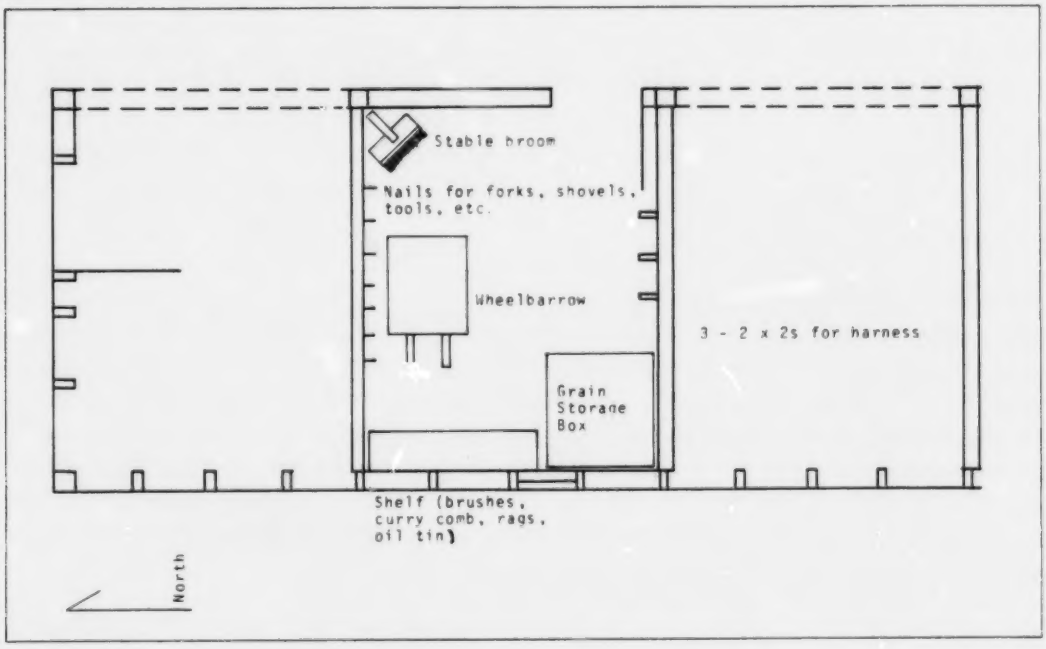

Figure 21. Radway Livery Barn - storage room plan.

The interior of the room was used for storing feed grain, various implements used in the barn, as well as the harness owned by the proprietor.[91] Feed grain stored in the room was kept in a large wooden box which measured roughtly three feet square. The box was not fixed into one given spot and, as a result, informants recall it being located in a variety of locations. The southwest corner is the most favoured location.[92]

The rest of the room was used for storing harnesses and small implements. There is little agreement as to how these items were arranged. Most informants remember three large homemade wooden harness pegs extending out horizontally from the south wall with diagonal bracing underneath.[93]

The northwest corner of the room had a 12 inch plank shelf along the western wall for holding smaller items such as brushes and combs.[94] The north wall had nails for hanging forks, brooms and shovels. The number and location of these nails is not known.[95]

3. Guest room

As in the case of the feed room, a guest room was installed in the northeast corner of the building during the first year of the barn's operation by converting stall space into sleeping quarters. The room took up two stall spaces, although it is apparent that the sleeping quarter occupied only one stall space for a very short period of time. What is clear is that the northern most stall space along the east elevation was never used for this purpose. It is possible that it was left as a storage space or passage area to an aborted loft stairway. It may have been used as a sleeping quarter at one time earlier and then later extended to take over the adjoining second stall. The room occupied two stall spaces for most of the barn's history. In fact, the second stall space is the only one in the entire building actively used to hold horses which did not have a hay shute from the loft area into the manger crib.[96]

The room had an interior two by five inch stud frame with an exterior shiplap finish extending up as far as the ceiling joists. It had a homemade shiplap door measuring approximately two by seven feet on the south edge of its west wall. The door had a non-locking thumb latch on the left-hand side and hinged with two inch steel straps into the room. Its interior was never painted.[97]

As was the case in the feed room, the sleeping quarter had a layer of one by five inch shiplap boards laid in a north-south direction over the existing stall flooring. This resulted in a six inch threshold rise over the central alley.[98]

The sleeping room contained barn windows on its east and north walls. In the northeast corner of the room stood a wood heater with a stove pipe that passed through the north wall into a brick chimney.[99] Outside of the possibility of a roughly constructed plank bench along the room's west wall, there were no furnishings in the room. People sleeping in the room simply spread their bedding directly on the floor or onto a layer of straw.[100]

4. Lighting and electrical

Proper lighting is an important aspect of horse barns. Planning theory indicates that natural light should ideally be admitted from above and behind quartered animals, rather than from in front or from the side.[101] In the case of the Radway Livery Barn there appears to have been little awareness of this need and planning to facilitate it was minimal. Windows were placed haphazardly so that four stalls had no direct access to windows at all.

The window sizes and arrangement in the Radway Liver Barn were typical of Ukrainian barns in east central Alberta where side walls often had three small windows measuring one by two feet and evenly distributed along the wall.[102]

Traditionally, stables in Western Ukraine had no windows other than small funnels over doorways. Pigeons housed in the building travelled through these to and from their nests.

During the winter these passage ways were stuffed with straw to prevent frost from forming in the stable.[103]

While it has not been possible to establish a precise chronology of the barn's electrification, it was hooked up to the local power grid soon after it was constructed (circa 1929-30). Initially the barn was lighted with the aid of coal oil lamps, which were used as auxiliary lighting even after electrification took place.[104]

The first Radway power plant was set up in 1923-24 by Dan Boettcher. The system he operated was a six horsepower Fairbanks-Morse electrical engine and a three kilowatt General Electric generator with 120 volt storage batteries.[105] Boettcher abandoned the business in 1925-26, selling it to Charlie Mack. However, he again became involved with the Radway power grid in about 1927 when Ralph Ouellette began supplying power to the town. Ouellette ran the power plant when the Radway Livery Barn was constructed and supplied power to the barn. Ouellette's Delco power plant was powered by a Marshall diesel and originally operated in Bruderheim and later in Chipman. It was in Chipman that Ouellette purchased it at an auction. The plant operated on a compressed fuel system.[106]

The exact year in which the barn was wired is not clear, nor is the system of wiring that existed in the building. The power grid in Radway ran, in part, along a series of power poles set up along First Ave. East. The poles were on the south side of the road and ran past the Radway Livery Barn to the end of the road where one subscriber (Dolsky), lived next to the Krause Mill.[107]

Power entered the barn on its north elevation. Wiring in the barn consisted of a 120 watt line with a direct current meter box. The system ran at 110 volts, and had a fuse box with a 30 amp. plug or screw fuses and an entry switch. The fuse box was located either east or west of the main entry door, and most informants remember it about one-half to one foot west of the north elevation's small entry door, underneath the loft stairs in the well area. Detailing on wiring is minimal, other than it was a double line that ran the length of the building and into the north end of the loft.[108]

All of the lights in the barn were of the brass catch-pull socket variety with lengths of string attached to the ends of the pull chains. There were three lights hanging over the central alley, one in the south end of the building, the second about eight feet in front of the northern entrance, and the third in the middle of the building. A fourth bulb hung in the feed room. The lights hung down on one to two feet of electrical cord and were about eight feet from ground level. An average sized man had to stretch to pull the cords and stand on an object in order to change a bulb.[109]

In the north end of the loft along the eastern underside of the gambrel roof another light was affixed to a rafter at about the eight foot level so that it could not easily get in the way of a fork pitching hay. The electrical wiring in the loft extended as far as the eighth rafter.[110]

C. Structural changes during the Tancowny period after 1930

1. East elevation lean-to and doors

Due to the changing use of interior stall space within the barn, the number of stalls available for customer horses was reduced to thirteen (26 horses). As a result, Tancowny found it necessary to build a lean-to addition along the exterior of the barn's east elevation ca. 1932-35. The structure was very simple, temporary and inexpensive, intending to provide an additional, although less elaborate, eight double tie stalls and mangers. The addition never amounted to more than a roughed-in frame windbreak which was dismantled before being completely finished.[111]

To access this lean-to addition, a set of double doors was put into the north end of the elevation. As a result, the third stall in the northeast corner of the building was transformed into a passageway from the barn into the lean-to, further reducing the number of customer stalls to twelve.[112]

2. Finishes

At the time the lean-to was added, three of the barn's four exterior walls were painted red including their trim, windows and doors. The only exception to this could have been the entry doors on the north elevation which might have been either white or red with a white trim. The building does not appear to have been painted until the erection of the lean-to was erected which explains why that wall of the barn is the only one which was not painted. The paint was bought from Semeniuk's store. The barn's signage appeared at this time as well.[113]

On the north elevation, approximately two to three feet above the main entry door "RADWAY LIVERY BARN" was painted in white onto the red siding, by a local artist who also did some work for the Radway Hotel. A photograph of the barn from the late 1930s, when it was already in use as a garage, shows the outline of this original sign appearing from beneath a more recent "RADWAY GARAGE" sign painted over it.[114]

There are also traces of a white "LIVERY BARN" sign visible on the south elevation of the building. Its dimensions can barely be determined. In spite of this, not a single informant remembers such a sign on this elevation. The conflict between physical evidence and informants' testimony is further confused by a period photograph of the barn's southern elevation which does not show any trace of the sign.[115]

There were no other ornamentations on the barn's exterior.

3. West elevation loft entry cover

At the time the lean-to extension was built and the barn painted, a door cover approximately two and a half by four feet was added to the loft entry hole just below the eaves along the barn's west elevation. The cover hinged at the floor into the loft and could be secured with

a board placed through two bent straps nailed to the loft studs. The door was constructed of the same siding as the exterior of the barn except that it was applied in an inverted fashion.[116]

D. Post Tancowny structural changes

1. Peter O'Ball's Radway Garage 1938-1956

a) interior

In 1938-39 Tancowny sold the Radway Livery Barn to Peter O'Ball, who converted the building into a garage. O'Ball made a number of drastic structural changes to the building, including the removal of all stall fencing, support posts, mangers, rooms and flooring from the ground floor of the building. To compensate for the removal of support material, iron rods and wooden bracing were placed in the lofts.[117]

Once wooden stall flooring was removed, the entire floor area was filled in with cement. Shiplap was applied to interior walls along the south end of the structure and in the southeast and southwest corners of the building in the areas where O'Ball kept his work benches.[118]

An office and parts room approximately 7.5x15.5 feet was constructed in the area where Tancowny had his sleeping room. The office's walls, which separated it from the rest of the building's interior, were actually "half" walls three to four feet high and consisting of counters. The north and east walls of this office were covered with shiplap and had numerous bins and hangers for automotive parts. There was also a telephone in the office.[119]

Along the west interior wall of the garage O'Ball added a large number of simple shelves on which he stored automotive parts. The southern most shelves were used for smaller electrical components, followed by larger water pumps and starters, and then heavy motors and blocks. At the north end of the building he kept battery related parts and equipment. Cardboard boxing was installed around the walls under the ends of ceiling joists and around window frames as insulation against drafts.[120]

A coal furnace and stoker along the east wall about 13 feet from the south end of the building had a chimney rising through the loft floor and up through the roof. To fuel the furnace a five by eight foot wooden coal bin was built along the southeast exterior wall of the building. A small door was cut through the east wall to allow coal to be shoveled into the stoker. On the south end of the central alley, a hydraulic hoist was installed for servicing automobiles.[121]

b) north elevation

Both of the barn's north elevation doors would undergo drastic changes during Peter O'Ball's ownership. The large sliding door was replaced by a set of hinged doors which opened into the barn. Each door had a small sized three-pane window in it. The doors were fastened at their mid point (see Figure 21). These hinged doors incorporated the lintel and frame of the original sliding door. The installation of these second hinged doors required notching of the barn's main beams at the north end of the barn to permit the doors to open fully. It was necessary at the same time to trim down the concrete grade beam through the main entry door in order to accommodate motor vehicles.[122]

The second north elevation door was replaced with a standard house sized panel door with a half panel of glass in the upper portion of the door. The door, with a knob and turn key lock, was hinged to the east and opened into the barn's interior. This second door was still extant when the building was moved to the Ukrainian Cultural Heritage Village site.[123]

The small two-pane window to the east of the elevation's main door was replaced with a much larger unit. The chimney which was also located at the east end of the elevation was dismantled and the stove pipe exit hole running through the wall was sealed (see Figure 22).[124]

In 1939, a large swinging Imperial Oil sign was affixed to the front of the building over the main entry door illuminated by a light. A large Radway Garage sign was painted over the main entrance door (see Figure 22).[125]

c) south elevation

The large sliding door on this elevation was removed from its track, reinserted and fixed into the wall of the building. From the west edge of the sliding door, a three by six foot panel was cut and made into a door hinging on its east edge outward from the barn. The door fastened with a large screen door hook. The two-pane barn windows, located on either side of the sliding door, were removed and substituted with much larger window units which were to remain intact until such time as the building was acquired by the Ukrainian Cultural Heritage Village.[126]

d) west elevation

The only structural modification made to this wall came in the form of a number of variously sized and irregularly spaced holes along the lower length of the wall. The first and largest hole was an exhaust vent for a gas-fired electric generator, while the other holes were exhaust vents for vehicles being repaired in the garage.[127]

In the upper corner of the wall's northern edge a 3.5x20 foot sign was painted advertising the Radway Garage (see Figure 23).[128]

Figure 22. Radway Garage - north elevation circa 1938-1939.

Figure 23. Radway Garage - west elevation circa 1938-1939.

e) east elevation

Two breaks in the original siding were made along the south end of this elevation. The first consisted of a small cupboard-sized door opening out from the building which was used for shoveling coal from an exterior bin to a furnace stoker located on the inside of the building. The second break consisted of an exhaust vent for a gas compressor housed in that corner of the building. The hole was located close to ground level, between the coal door and the south end of the building.[129]

f) loft area

Portions of the original stall fencing and mangers, including the top tie boards were recycled as bracing in the building's loft area, and remained in place until the building was brought to the Ukrainian Cultural Heritage Village site. The loft area was used by O'Ball to store a variety of auto parts, books and papers.[130]

The south central section of the loft floor over the central alley was cut through, lifted, inverted and boxed-in to permit the hoisting and suspending of cars by hydraulic lift. The need for this structural alteration arose when the garage owner hoisted a customer's car up into the ceiling joists, crushing it in the process — and creating considerable expense for himself.[131]

g) electrical

During O'Ball's ownership there were considerable changes made to the building's electrical system. Heavy grinders, and other machinery used in the building, required heavy electrical circuitry which was initially powered by O'Ball's own generating plant located in the northwest corner of the building. There were a number of light bulbs hanging throughout the building, especially over work benches at the south end where various electrically powered grinders and other equipment were housed. The office area in the northeast corner of the building was also lit with several bulbs and had a telephone.[132]

Electrical wiring on the inside of the north end of the loft led, in part, to a light focusing on the advertising sign on the front of the building.[133]

O'Ball connected the building to the Vegreville/Calgary system during the 1940s. Power came into the building through its north elevation. A main switch box located toward the north end of the west wall could connect the building either to the commercial power grid or to the building's own power generator.[134]

2. Tom Pryma's storage garage 1956-1978

Circa 1955-56 the building was sold to Tom Pryma, a farmer and bulk oil distributor in Radway. The building was used for storing farm and personal vehicles along with oil and

gas trucks. Alterations were made only to the building's interior electrical wiring and north elevation.

a) north elevation

The main entry door was widened and fitted with a large sliding door which was extant when the building was aquired by the U.C.H.V. The large window unit which was installed by O'Ball was covered with siding. These two alterations resulted in the application of a new section of siding to the lower half of the north elevation from its east edge as far west as the small entry door. The swinging oil advertisement sign was removed from the front of the building as was the electrical light which illuminated it.[135]

b) electrical

The building was outfitted with new electrical wiring which entered from the south end of the building and ran through two conduits along the building's main beams. A number of light fixture were located throughout the building. Informants recall three evenly spaced bulbs being located along either side of the building along with two additional bulbs hanging over the central alley in the north half of the building. All of these lights had pull cords except for one about 16 feet into the building over the central alley. It was controlled by a switch to the east of the north elevation's small entry door. A metal pole with an electrical outlet was located at the south end of the building about 10 feet into the structure under the east main beam.[136]

ENDNOTES

CHAPTER III
A STRUCTURAL HISTORY OF THE RADWAY LIVERY BARN

A. Tancowny period As-built-1928

1. Interview with Tom Tancowny, Roman Brytan, July 11, 1980.

2. Interviews with Tom Tancowny, Roman Brytan, July 11, 1980 and Peter Melnycky, January 20, 1983.

3. Interviews with Tom Tancowny, Roman Brytan, July 11, 1980 and John Kozoway, Pete Melnycky, April 13, 1983.

4. Interviews with Tom Tancowny, Roman Brytan, July 11, 1980; and Unrecorded Interview with Tom Tancowny, Roman Britain, September, 1979.

5. Interviews with Tom Tancowny, Roman Brytan, July 11, 1980; Dan Boettcher, Peter Melnycky, November 2, 1982; Jack Jacula, Pete Melnycky, November 3; and Unrecorded Interviews with Jack Jacula, Peter Melnycky, January 12, 1983; Tom Tancowny, Peter Melnycky, November 17, 1982.

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14. T. V. Kosmina, *Silske zhytlo Podillia (kinets XIX-XX st.)* (Kiev: Naukova Dumka, 1980), p. 69.

15. Samuel Koenig, "The Ukrainians of Eastern Galicia: A Study of Their Culture and Institutions" (Ph.D. Dissertation, Yale University, 1935), pp. 201-202.

16. Mytro Pasichnyk, *Nasha slava: Etnohrafichnyi zbirnyk-opys sil, i mistechok poludnevoi Rohatynshchyny* (Winnipeg 1954), p. 15.

17. Ivan Martyniuk, *Moie ridne selo tseniv u berezhanshcheni* (New York: Naukove tovarystvo im. Shevchenka, 1976), p. 30.

18. Hrynew, *Pride in Progress...*, p. 354.

19. Interview with Harry Kozak, Peter Melnycky, August 23, 1982.

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22. Interview with Tom Tancowny, Roman Brytan, July 11, 1980; Unrecorded Interview with Jack Jacula, Peter Melnycky, February 21, 1983.

23. Interview with Jack Jacula, Peter Melnycky November 3, 1982 and Unrecorded Interview with Jack Jacula, Peter Melnycky, February 21, 1983.

24. Interviews with Tom Tancowny, Roman Brytan, July 11, 1980 and Peter Melnycky, January 20, 1983; and Unrecorded Interviews with Jack Jacula, Peter Melnycky, January 12, 1983, February 21, 1983.

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61. Unrecorded Interview with Jack Jacula, Peter Melnycky, January 12, 1983.

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63. Interviews with Jack Jacula, Peter Melnycky, November 3, 1982 and February 21, 1983; Dan Boettcher, Peter Melnycky, November 2, 1982; Peter O'Ball, Peter Melyncky, August 30, 1982;
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81. Interview with Elmer Ellefson, Peter Melnycky, September 1, 1982.

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83. Tarnovich, *Lemkivshchyna...*, p. 82-83.

B. Structural changes during the Tancowny period 1928-1930.

84. Interview with Tom Tancowny, Roman Brytan, August 1, 1980.

85. Interview with Jack Jacula, Peter Melnycky, November 3, 1982.

86. Ibid., April 13, 1983.

87. Unrecorded Interview with John Kozoway, Peter Melnycky, January 18, 1983.

88. Interview with Tom Tancowny, Roman Brytan, August 1, 1980.

89. Unrecorded Interview with John Kozoway, Peter Melnycky, March 3, 1983.

90. Unrecorded Interviews with Jack Jacula, Peter Melnycky, February 21, 1983 and John Kozoway, Peter Melnycky, March 3, 1983.

91. Unrecorded Interview with Tom Tancowny, Peter Melnycky, November 17, 1982.

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97. Unrecorded Interview with John Kozoway, Peter Melnycky, March 3, 1983;
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Telephone Interview with Peter O'Ball, Roman Brytan, July 16, 1980;
Unrecorded Interview with Tom Tancowny, Peter Melnycky, November 17, 1982.

112. Ibid.; A.R. Baziuk, "As-Found Drawings...," sheet No. 7, D103.

113. Interviews with Tom Tancowny, Roman Brytan, June 19, 1979 and August 1, 1980;
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114. Interview with Tom Tancowny, Roman Brytan, June 19, 1979.

115. Ibid., August 1, 1980.

116. A.R. Baziuk, "As-Found Drawings...," sheet No. 8, Note 13 and sheet No. 31, A-201.

D. Post Tancowny structural changes

117. TelephoneInterviews with Peter O'Ball, Roman Brytan, July 16 and September 1, 1980;
William Strilesky, Peter Melnycky, March 18, 1983;
Interview with Peter O'Ball, Peter Melnycky, August 30, 1982;
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119. Ibid.; A.R. Baziuk, "As-Found Drawings...," sheet No. 12, Note 1, and sheet No. 14, Note 57.

120. Unrecorded Interviews with Tom Pryma, Peter Melnycky, March 16, 1983;
Jack Jacula, Peter Melnycky, April 13, 1983;
A.R. Baziuk, "As-Found Drawings...," sheet No. 13, Notes 7-22, 25-34, 37-43, 51, 52, 55, 68-71, 73.

121. TelephoneInterviews with Peter O'Ball, Roman Brytan, July 16 and September 1, 1980;
William Strilesky, Peter Melnycky, March 15, 1983;
Interview with Peter O'Ball, August 30, 1982.

122. Interview with Peter O'Ball, Peter Melnycky, August 30, 1982.

123. Ibid.; A.R. Baziuk, "As-Found Drawings...," sheet No. 30, D-101.

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126. Ibid. and Unrecorded Interview with Jack Jacula, Peter Melnycky, February 21, 1983;
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128. Ibid.; A.R. Baziuk, "As-Found Drawings...," sheet No. 8, Note 5.

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Chapter IV
CONCLUSION

With the settlement of east central Alberta came not only the transference of many aspects of that community's material culture, but also the adoption of totally new Canadian items. The draft horse and the accompanying structural and material requirements of this animal demanded adjustments by Ukrainian immigrants as a direct result of their settlement in the Canadian West.

In the peasant economy of 19th century western Ukraine, draft horses were limited in their scope and general effect on the structural and material folk traditions of the Ukrainian peasantry. By contrast, horses were an integral part of the farm operations of Western Canada; pulling settlers' wagons and homesteaders' implements; hauling passengers, mail and supplies; working cow stock; transporting children to school; working the grain fields; hauling wheat to elevators and more.

An outflow of the horse's predominance in the western farm economy was the appearance of livery barns as standard features in rural towns. These towns functioned as regional economic centres offering a variety of services upon which the surrounding districts depended. Livery stables provided not only an essential service, but came to function as important social centres where town and country met. Typically, livery barns provided protection from the elements for animals, offering stable accommodation, feed and water.

Due to the uneven nature of livery barn business, livery operators often branched off into an allied field of endeavor — the dray business. With their teams and wagons, dray operators offered a variety of services. These included the delivery of mail to outlying post offices, transferring freight to local businesses and customers from rail lines, unloading and conveying boxcars of coal, lumber and cement to local customers, hauling milled flour to the rail line, distributing soft water for laundry, collecting and disposing of human waste, etc.

The Tancowny family's venture into the livery and dray business reflected their appreciation for the key role of the horse in the economy of east central Alberta. It also reflected their confidence in the future prosperity of the town of Radway. Unfortunately the barn was built during a transitional period, by the end of which the horse's predominance would wane and pass.

The recent vintage of Tom Tancowny's Radway Livery Barn and its grand proportions allowed it to be recycled for other more current economic purposes; first an automobile garage and later as a vehicle storage facility. Where older and smaller livery barns were simply demolished with the eclipsing of their initial function, Tancowny's livery barn found a functional utility into the 1970s. At that point, it was acquired by the Ukrainian Cultural Heritage Village so that it might convey to future generations of Albertans the vital role that livery barns played in the development of this province.

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- ii) Telephone Interview by Peter Melnycky, March 15, 1983.
- iii) Telephone Interview by Peter Melnycky, April 14, 1983.

William Buryn
- i) Telephone Interview by Peter Melnycky, April 22, 1983.

Elmer Ellefson
- i) Telephone Interview by Peter Melnycky, August 24, 1982.
- ii) Interview by Peter Melnycky, September 1, 1982.

Jack Jacula
- i) Interview by Peter Melnycky, November 3, 1982.
- ii) Unrecorded Interview by Peter Melnycky, November 22, 1982.
- iii) Unrecorded Interview by Peter Melnycky, January 12, 1983.
- iv) Unrecorded Interview by Peter Melnycky, February 21, 1983.
- v) Unrecorded Interview by Peter Melnycky, March 7, 1983.
- vi) Unrecorded Interview by Peter Melnycky, April 13, 1983.

Peter Klufas
- i) Telephone Interview by Peter Melnycky, December 20, 1982.

Dolores Kobasiuk
- i) Unrecorded Interview by Peter Melnycky, February 8, 1983.
- ii) Telephone Interview by Peter Melnycky, April 21, 1983.

Harry Kozak
- i) Interview by Peter Melnycky, August 23, 1982.

John Kozoway
- i) Interview by Peter Melnycky, August 24, 1982.
- ii) Unrecorded Interview by Peter Melnycky, December 14, 1982.
- iii) Telephone Interview by Peter Melnycky, December 15, 1982.
- iv) Unrecorded Interview by Peter Melnycky, January 18, 1983.
- v) Unrecorded Interview by Peter Melnycky, February 4, 1983.
- vi) Unrecorded Interview by Peter Melnycky, March 3, 1983.
- vii) Interview by Peter Melnycky, April 13, 1983.
- viii) Telephone Interview by Peter Melnycky, June 22, 1983.

W.A. Krause
- i) Unrecorded Interview by Peter Melnycky, November 4, 1982.

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John Melesko
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Peter O'Ball
i) Telephone Interview by Roman Brytan, July 16, 1980.
ii) Telephone Interview by Roman Brytan, September 1, 1980.
iii) Interview by Peter Melnycky, August 30, 1982.
iv) Interview by Peter Melnycky, August 31, 1982.
v) Telephone Interview by Peter Melnycky, April 15, 1983.
vi) Unrecorded Interview by Peter Melnycky, June 3, 1983.

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Tom Pryma
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Fred Sawchuk
i) Unrecorded Interview by Peter Melnycky, September 1, 1983.

Mike Snaychuk
i) Telephone Interview by Roman Brytan, December 6, 1980.
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William Strilesky
i) Telephone Interview by Peter Melnycky, March 15, 1983.

Tom Tancowny
i) Interview by Roman Brytan, June 19, 1979.
ii) Unrecorded Interview by Roman Brytan, September, 1979.
iii) Interview by Roman Brytan, July 11, 1980.
iv) Interview by Roman Brytan, August 1, 1980.
v) Unrecorded Interview by Peter Melnycky, November 17, 1982.
vi) Interview by Peter Melnycky, January 20, 1983.
vii) Unrecorded Interview by Peter Melnycky, February 4, 1983.
viii) Telephone Interview by Peter Melnycky, April 15, 1983.

William Tancowny
i) Unrecorded Interview by Peter Melnycky, February 8, 1983.

Mina West
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